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INSIDE TRACK



JUNE 1937

Vol. 16

No. 6

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF
MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.



This information is not issued in connection with any sale or offer for sale or offer to buy any security.

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VOL. 16

JUNE, 1937

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In This Issue

	Page
Editorials	1
Tradition of Railroadng.	
Uniforms and Uniform Inspection.	
Does San Francisco Need Subways?	4
Letter by Samuel Kahn.	
Program of Events.....	7
New Type Crossing Installed in Record Time.....	8
Notices to Employees.....	10
Complaints	11
Evils of Double Parking.....	12
Another Reason for Street Cars.....	13
Items of Interest.....	14
As Others See Us.....	17
Sutro Surf Bubbles.....	20
Third Street Division News.....	24
Turk and Fillmore "Truth and Fable".....	26
28th Street—Castro Cable.....	27
Oak and Broderick.....	30
McAllister Division	33
24th and Utah Gilly Room Gossip.....	36
Washington and Mason.....	38
Superintendent of Equipment Department.....	40
Geneva Eight Wheel Gossip.....	42
Col. H. M. Byllesby Post No. 3000, V.F.W.....	43
General Office Doings.....	46
"Business is Business".....	Inside Back Cover

Tradition of Railroading

Tradition is a magic word to those who have followed railroading as a career, for back of that word lies a rich heritage of heroism, valor, courage and even death in preserving ideals and integrity to duty.

Trainmen throughout the world, wherever a car or train is operated on rails for public use, know these traditions of railroading. The one ambition of every trainman is to be a good railroader. They are never satisfied until the service they give fulfills all that tradition says good railroading should be. They hope to honor the craft which gives them a good living and to leave credible examples for the future successors to follow.

Men take up railroading and follow it year after year because they like it. The swiftly moving parade of life passing constantly before their eyes supplies a glamor and excitement found in no other employment.

Loyalty to men of their own craft, loyalty to the company which makes the job possible and careful, willing obedience to all rules and orders, is the best test of one's ability to live up to this un-written code.

The reputation of years of safe transportation for men, women and children, the honor and ability to be trusted with the property and lives of others, has caused railroad men to observe all rules and orders in minute detail. The adherence to this time-honored custom builds up the smooth working system which makes a successful company today. This success is measured by the value and quality of service rendered, the safety and consideration to others and their property and the economy of operation which permits the continuation of that company in business.

Whatever we do as individuals, while on duty, reflects upon the entire organization, whether it be a good deed or bad. Thus we build the respect of the public for our craft and for the time honored common law which we observe, that is the "Tradition of Railroading".

1 1 1

Uniform and Uniform Inspection

Many new uniforms are being worn by our men; as a matter of fact, we have reports showing that 240 were purchased during the past month. This dressing up is evident for, wherever one goes, it is a simple matter to pick that new gray or white shirt set off with a new uniform, makes a neat-appearing individual—one who really looks like a railroader. More power to you fellows—keep up the good work; let's not take a back seat for any system in the country. Let's show them all that this Market Street crew is on its toes, neat, clean, alert. It reflects credit on everyone connected with the organization. If you happen to be one of these fellows who haven't taken this clean-up business seriously, now is the time to get started.

Let's make a 100 per cent showing at the next uniform inspection on June 23rd, and at each monthly inspection thereafter.

Superintendents Changed



A. E. Francis

A. E. Francis resigned as Superintendent of Geneva Division on June 1, 1937, because of ill health. Mr. Francis came to the Market Street Railway on April 13, 1905, as a Conductor. After two years service here he transferred as a Motorman, and about 1910 was appointed Inspector. He held this position until March 7, 1928, when he was transferred to the Ferry Terminal as Superintendent. On September 2, 1930, he went to Geneva Division, where he served until his retirement. Francis made many friends while with this Company, and all join in wishing him a speedy recovery.

J. P. Jones moves to Washington and Mason Division, where he will devote his entire time to the operation of the cable cars.



J. P. Jones



G. W. Evington

George V. Evington takes over the Turk and Fillmore car house along with Sutro and McAllister Divisions.

R. S. Cleaveland's territory was expanded to include the Geneva Avenue car house along with 28th Street and Castro Street.

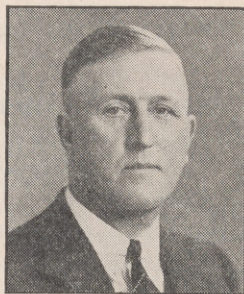


R. S. Cleaveland



J. L. Edmiston

J. L. Edmiston received appointment to Division Superintendent of Oak and Broderick, including Haight-Stanyan car house and the Yard at Funston Avenue-Lincoln Way.



J. Larsen

John Larsen continues as superintendent of Third Street, also Twenty-Fourth and Utah Streets as in the past.

Market Street Railway Company

Office of Vice-President In Charge of Transportation
58 Sutter Street

May 27, 1937.

NOTICE TO ALL DEPARTMENT HEADS:

Effective Tuesday, June 1, 1937, Mr. J. P. Jones, Division Superintendent, will devote his entire time to the supervision of the cable lines at Mason-Washington carhouse.

The Turk-Fillmore carhouse will be consolidated with the Sutro and McAllister carhouses under the supervision of Mr. G. W. Evington.

The Geneva Avenue carhouse will be consolidated with 28th-Valencia and Castro cable carhouses under the supervision of Mr. R. S. Cleaveland.

Mr. J. L. Edmiston is appointed Division Superintendent and will have charge of the Oak-Broderick and Haight Street carhouses.

The 24th-Utah and Third Street carhouses will be under the supervision of Mr. J. Larsen.

Mr. A. E. Francis is retiring from active duty on account of ill-health.

This for your information and kind co-operation.

A. W. BROHMAN, Vice-President,
In Charge of Transportation.

Does San Francisco Need Subways?

The following is a copy of a letter sent to the Joint Public Utilities and Finance Committee of the Board of Supervisors on June 2, 1937, by Samuel Kahn, President of the Market Street Railway Company with reference to the question of subways.

MARKET STREET RAILWAY COMPANY

58 Sutter Street

San Francisco, California

June 1, 1937

TO THE HONORABLE THE JOINT FINANCE AND
PUBLIC UTILITIES COMMITTEE
BOARD OF SUPERVISORS,
CITY AND COUNTY OF SAN FRANCISCO,
San Francisco, California

Dear Sirs:

The Report of the Manager of Utilities entitled, "Supplemental Rapid Transit Report," dated May 11, 1937, now being considered by your Joint Committee, in conjunction with your study of Rapid Transit, bears certain statements upon which we desire to comment.

We do not subscribe to the thought that transit facilities in San Francisco are now inadequate, or have reached the point where no more passengers can be handled.

The Manager of Public Utilities has stated that the capacity of a single street car track is 13,500 passengers per hour. We believe that he has underestimated the potential capacity of a single street car track.

At the present time we are now operating our street cars on Market Street during the evening peak period—4:30 P.M. to 6:00 P.M. on a headway of 20 seconds, or three cars per minute. Assuming the maximum capacity of each street car to be 110 passengers, we now have sufficient cars and track on Market Street to handle 20,000 passengers per hour.

The combined capacity of the Municipal Railway and our Company's tracks on Market Street is, therefore, 40,000 passengers per hour in one direction.

At the present time, the combined facilities of the two companies on Market Street are handling approximately 20,000 passengers per hour during the peak period. **In other words, the two companies combined have facilities now to handle over twice the numbers of passengers per hour that are now being carried on Market Street.**

In addition, there are other trunk lines on Mission, Geary, Sutter and Third Streets, all having a potential capacity of 20,000 passengers per hour each or a combined capacity of 80,000 passengers per hour.

To further show that the combined facilities of the two companies have not reached their passenger capacity limit, it is only necessary to review the records of past years when more passengers were handled than are being carried at present.

During the year ended June 30, 1929—57,933,040 more passengers were carried by the Municipal Railway and our Company than in the year ended June, 1936. In other words, during 1929 almost sixty million more passengers per annum used the combined facilities of the two companies than they did in 1936. Figures supporting this statement are herewith set forth:

	Per Annum 6-30-1929	Per Annum 6-30-1936
Total passengers carried		
Market Street Railway Co.....	262,323,299	210,957,507
Total passengers carried		
Municipal Railway of S. F.....	85,683,664	79,116,866
TOTAL.....	348,006,963	290,073,923
Decrease in 1935-36.....	57,933,040	

Unbiased consideration of the facts above outlined can only lead to the conclusion that existing transit facilities are adequate, provided that the way is cleared for these facilities to properly function.

The report of the Manager of Public Utilities, indicates that the capacity of a single track subway is 60,000 to 90,000 passengers per hour. We would call attention to the fact that the capacity of the New York subways is from 49,000 to 50,000 passengers per hour per track, and this carrying capacity is only attained through eight and ten car trains operating under rigid train control.

The original report of the Manager of Public Utilities stated that it was their plan to operate the existing street cars as single units in the proposed subway. Were 60,000 passengers per hour to be so transported, it would require 480 cars operating on 7½ seconds headway. It is needless to say such underground operation would be highly unsafe and in fact impossible.

On page 3 of the Report it is stated that "both Municipal Railway and Market Street Railway lines have experienced a marked increase in the time lost by cars at the time the maximum load is carried," and, further along in the same page it is stated that "similar conditions have caused the Market Street Railway management to put slower schedules into effect."

We cannot speak for the Municipal Railway but we can for the Market Street Railway Company. The movement of our street cars has not changed within the last year except during that period when First, Fifth and Sixth Streets were being widened and repaved. All of these streets were under reconstruction at the same time which caused vehicular traffic congestion at the Third and Fourth Street crossings of Market Street causing interference with railway traffic on Market Street during the evening rush hour. The situation is better now than a year ago since our cars on an average were only one and one-half minutes behind schedule in April 1937, whereas, in April 1936 they were one and seven-tenths minutes behind schedule. For several years there has been no change in our running time and no slower schedules have been put in effect on Market Street.

We submit that the problem now facing San Francisco is that of vehicular control particularly for the reason that the local registration of trucks and automobiles in 1936 showed an increase of 9.3 per cent over 1929 plus the auto traffic over the San Francisco-Oakland Bay Bridge. Other cities, far larger than San Francisco, faced with this problem have worked out a satisfactory solution without resorting to expensive and uneconomic subway construction.

We respectfully suggest that you will give consideration to the following points, which, if adopted, will cost little or no money and will contribute substantially to the solution of mass transportation:

1. Abolition of parking on Market Street from 7:00 A.M. to 6:00 P.M.

The City of Chicago in 1929 abolished parking in the Loop District, and we are informed by the Chamber of Commerce that vehicular movement was speeded up 30% and accidents reduced 10%.

2. Abolition of parking on the streets of the down town district other than Market Street, during the morning and evening rush hours.

3. Synchronization of traffic lights in order to permit of continuous travel for several blocks at a predetermined speed. **This would, as a result, provide rapid transportation for both mass transportation and privately owned vehicles.**

4. Construction of underpasses and overpasses (shoppers' subways) at principal cross town streets over or under Market Street to properly handle pedestrian travel and permit fast vehicular and mass transportation facilities.

5. Construction of pedestrian overpass on First Street from Plan-X Interurban Terminal to the north side of Market Street.

6. Establishment of down town parking areas or facilities.

Respectfully submitted,

(Signed) SAMUEL KAHN

President

SK:AK

FRANK NEGRO PASSES

Frank Negro, Track Foreman, in the Engineering Department for many years, passed on May 14, 1937, after a few days illness. Mr. Negro was stricken while at work, and was removed to the hospital, where he died four days later.

Mr. Negro entered the service of the Company October 18, 1906, and his quiet, home-loving manner endeared him to his fellow workmen. His high standard of workmanship brought advancement to the position of Foreman. The faithful, thirty-one years of service stand as a testimony of his loyalty and integrity.

We extend our sincere sympathy to his family and many friends.

Program of Events

SAN FRANCISCO MUSEUM OF ART

McAllister at Van Ness Avenue—Car No. 5 Direct

Exhibitions:

Contemporary Ceramics—

Fifth Annual Robineau Exhibition, June 2-29.

Alexey Jawlensky. Through June 30.

Drawings from the Museum of Modern Art Permanent Collection.—
Through June 30.

Processes in Art—Extended by popular request—Through June 30.

San Francisco Invitational Salon of International Photography—Through
June 13.

Coming Exhibitions:

Painters and Sculptors as Illustrators.

From the Museum of Modern Art. June 21-July 12.

Small Chinese Tomb Sculptures. July 2-August 30.

Fantastic Art, Dada and Surrealism. August 2-August 30.

Oskar Kokoschka. August 10-September 12.

Paul Cezanne. September 1-October 3.

M. H. DE YOUNG MEMORIAL MUSEUM

Golden Gate Park, San Francisco—Cars No. 5, 21, Direct

Open daily from 10 a.m. to 5 p.m.

Exhibition:

Arabian Photographs by Hans Helfritz. Opening June 5th.

Exhibitions for Children:

Toys of the 18th, 19th and 20th Centuries. From the Collection of Mrs.
A. T. Chick.

School Children's Painting and Drawings from China, Japan and India.
Through June 20th.

School Children's Paintings and Drawings from Central and Northern
Europe. Opening June 23rd.

CALIFORNIA PALACE OF THE LEGION OF HONOR

Lincoln Park, San Francisco—Cars No. 1-2, Direct

Open Daily from 10 a.m. to 5 p.m.

Exhibitions:

Old Master Paintings—From the Collection of Mr. E. John Magnin,
New York. Opening June 1st.

Paintings, Drawings and Prints by Francisco Goya. Opening June 5th.

New Type Crossing Installed in Record Time

A new record was established recently, by our Track Department, in the installation of the new crossing at Third and Market Streets. Designed and built in our own shops, it makes a very interesting story as told by Chief Draftsman, W. B. Farlow of the Engineering Department.

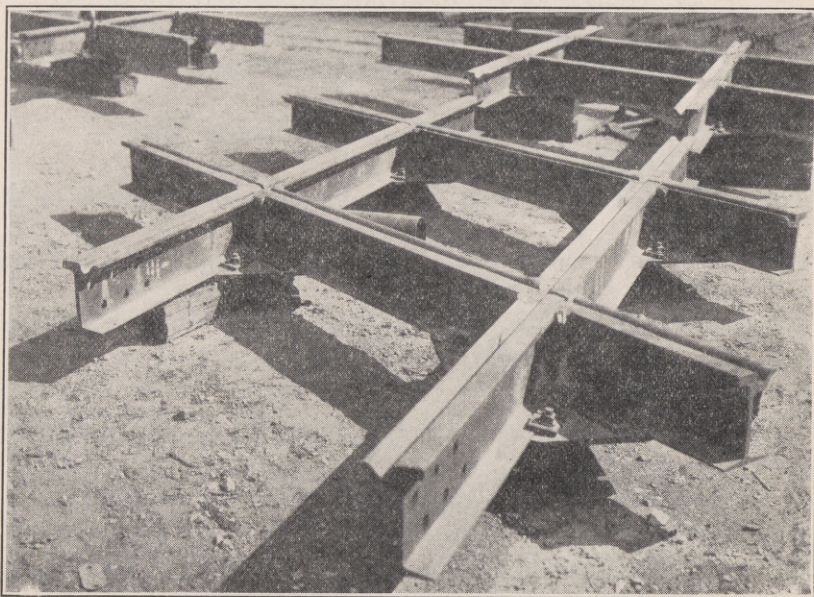


Market and Third Streets being one of the busiest street intersections in San Francisco presents a real problem when track special work renewals are necessary. With four tracks on Market Street and two tracks on Third Street it is impossible to do any work during the day light period.

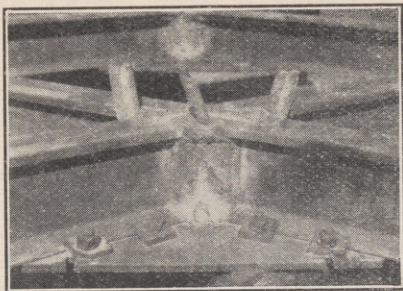
All work had to be done between the hours of 10:00 P.M. and 6:00 A.M.

The renewal of the old crossing was a difficult job as the entire work was set in solid concrete, and 133 man days were required for excavation.

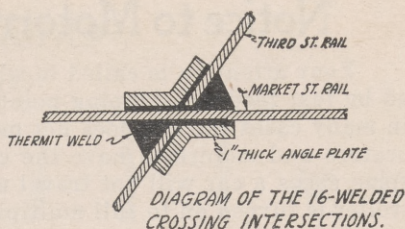
The new crossing is of a new design, being made in four sections with the through rails on Market Street and short sections of rails on Third Street. At each intersection the rails of the Third Street tracks were cut to fit and bolted to a heavy base plate, then two one inch thick angular corner plates extending from the base to the head of rail were put in place, the entire work was held securely in position and thermit welded in the usual manner, forming a solid mass of metal at each intersection.



Welded Crossing Ready for Installation.



Welded intersection in the rough.



After the four sections of crossing were installed the sections were thermit welded, making a very solid and jointless crossing. So far as is known this is the first double track jointless crossing ever installed.

The entire crossing comprising sixteen thermit welded intersections was built in our Market and Valencia Streets shop.

Installation work was started May 4, 1937, and completed May 14, 1937. During progress of the work no interruption was caused to street car, vehicular or pedestrian traffic.

A total of 2018 man hours or 252 man days were required to complete this installation, including removal of old work.

In building this crossing the following materials were used: 212 lineal feet of 121 pound rail, 72 bags of thermit, 128 bags of sand, 24 bags of fire clay, 14 pounds of wax, 100 gallons of coal oil, 2911 pounds of miscellaneous steel, 250 $\frac{7}{8}$ " x 2-3/4" bolts, 35 pounds of rivets and 16 pairs of joint plates.

The installation required many yards of ballast rock, redwood ties, tie plates, spikes, tie rods, joint plates and bonds. After the work was thoroughly tamped to line and grade, 29 cubic yards of concrete base was poured followed by 14½ tons of asphalt paving.

A temporary lighting system was installed by the Overhead Lines Department which illuminated the intersection equal to day light.

Special credit is due the traffic officers of the San Francisco Police Department for the efficient manner in which traffic was handled during the progress of this work.

Experienced

Movie Manager: "So you think you can stand the severe duties of a film actor? You know, in our business we may find it necessary to throw you down a flight of stairs into a barrel of water!"

Applicant: "Oh, I can stand that. I was collector for an installment furniture house for three years."

Making Up

"Now, girls," said the restaurant manager, "I want you all to look your best today. Add a little dab of powder to your cheeks and take a bit more care with your hair."

"Something special on?" asked the head waitress.

"No," informed the manager. "The beef's tough."

Notice to Motormen and Operators

Your attention is called to what is known as rough operation caused by fast feeding, skipping points on the controller to the extent that in many cases the car does not move more than 5 feet before some operators and motormen have the controller fed up to 5 points. Also, in some cases a car will not travel more than 25 or 30 feet until the controller is turned on to full multiple.

This kind of operation is absolutely uncalled for. It results in jerking cars, causing fall in car accidents, and seriously damages equipment which is very costly to the company.

I will insist that our Inspectors and Follow Up men report to their superiors any violations in this respect, because I feel that this kind of operation is willfully destroying this company's property and causing accident hazards.

A. W. BROHMAN

Vice President

In Charge of Transportation

✓ ✓ ✓

Notice to Employees

Our records show an alarming increase in the number of unreported accidents in the past few months.

When an accident occurs it is the duty of employees to obtain the names and addresses of persons involved, also the names and addresses of as many witnesses as possible to every accident, however slight it may seem.

You owe it to the company which employs you, and to yourself for your own protection.

Employees failing to report such occurrences will be held individually responsible.

A. W. BROHMAN, Vice-President,

In Charge of Transportation.

June 3, 1937.



Complaints

MAY, 1937

DIVISION	Discourtesy	Fares	Transfers	Inattention	Total May	Total April
Third	0	0	0	0	0	0
Twenty-Eighth	0	0	0	0	0	2
Turk and Fillmore	0	0	0	1	1	0
Twenty-Fourth	0	1	0	1	2	1
Sutro	2	1	0	0	3	0
Geneva	1	0	0	2	3	0
Washington and Mason	0	0	2	1	3	1
Oak and Broderick	0	0	1	3	4	2
McAllister	1	1	2	1	5	1
	4	3	5	9	21	7

Figures for Thought

Figures, showing the number of complaints are always food for thought, because they can all be reduced to zero by giving thought to their cause. Each individual can do his part by doing his duty as it should be done. Read the leading editorial this month for additional food for thought.

/ / /

DAILY MIRACLES

The American people take good railroad service for granted. They have been so long used to constant improvement in our basic transportation medium, that they have lost sight of the fact that every day the lines perform a "miracle" of the first magnitude.

For example, last year the two million freight cars operated by American railroads traveled more than 19,000,000,000 miles. Yet every minute of every day the location of every one of those cars is known and recorded by the railroads! That is an inconceivably intricate job—but it is accomplished without trouble or excitement.

Other startling facts are easy to find in the story of railroad operation. The rails haul a ton of freight a mile for less than a cent! Out of every dollar they take in, 45 cents goes to labor! The school taxes they pay educate 1,600,000 children a year. You are safer on a railroad train than in your home!

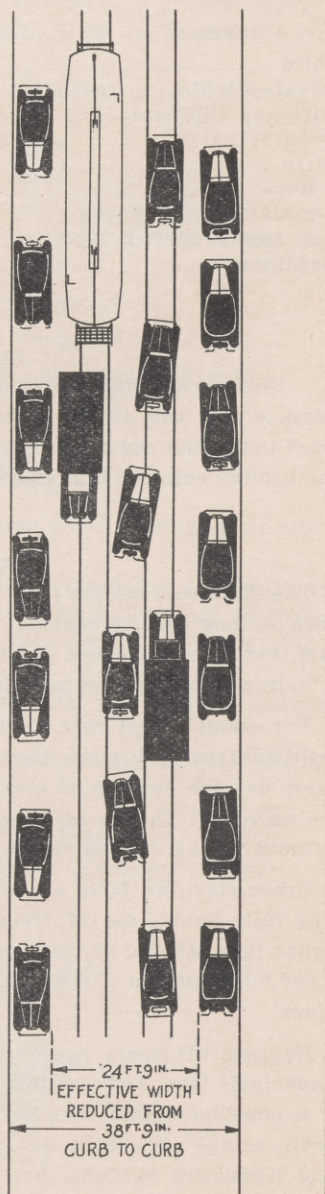
Railroad efficiency doesn't need argumentative support—it is a clear cut, undeniable fact. And the lines' record becomes all the more remarkable when it is considered that they have not been able to earn even so modest a net profit as 5½ per cent in any year since the war, and carry heavy regulatory and legislative burdens that are not borne by their competitors. The railroads provide one of the brightest chapters in the magnificent history of American industry.

Evils of Double Parking

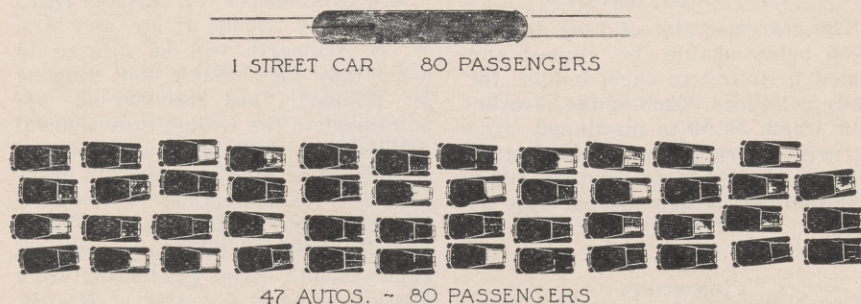
The cause of nearly all delays in the movement of vehicular traffic on San Francisco streets today is the careless parker. By this we mean the individual who parks his car or truck carelessly. The California State law makes parking parallel to the curb the legal method of parking on public streets and highways. The diagonal parking and the double parking evils are both contrary to law. They work a hardship on all other vehicles moving along the street. Street cars are delayed most because they cannot leave their rails to dodge around illegally parked vehicles.

Our Drafting Department has prepared a sketch of the parking evil as we see it daily along Sutter Street. We use the dimensions of Sutter Street as an average condition in San Francisco. This is a typical example of all streets. Note that the available travel space in the street is reduced by fourteen feet by the parking strip, leaving only 24 feet 9 inches of street space for the movement of vehicles in both directions. The double parker reduces the travel to a one lane street, thereby completely blocking travel.

A study of the illustration shows clearly why we need enforcement of present parking laws and restriction of parking on the busiest downtown streets.



Another Reason for Street Cars



The above illustration shows very clearly why street cars are necessary on streets of urban centers of population. The movement of large numbers of people would be impossible in our streets of today if everybody had to ride to his work in an automobile. Note the comparatively small space of street space used by the street car, per passenger, and compare it with the large street space occupied by automobiles necessary to move an equal number of passengers. The picture tells the story.

Commendations

MAY, 1937

	Jan to April	May	Total to Date
Twenty-Fourth	2	2	4
Twenty-Eighth	3	2	5
Oak and Broderick	5	1	6
Geneva	4	1	5
Washington and Mason	2	1	3
Turk and Fillmore	2	1	3
McAllister	2	1	3
Sutro	8	0	8
Third	1	0	1
	<hr/> 29	<hr/> 9	<hr/> 38

Slow Speed

Receipts of letters of commendation seem slow in comparison to the opportunities which present themselves daily to every trainman to do a good turn for his neighbor. The law of averages will bring in letters of commendation in proportion to these deeds of kindness. With nearly two thousand trainmen, handling close to one million passengers daily, there is ample opportunity to make a better showing than the record for this year to date.

Items of Interest

STOP! LOST BADGES

The corrected list of Lost Badges given below should be clipped and pasted in your trip sheet holder, for ready reference. Each badge recovered is worth \$5.00 to the finder.

Turn badges in at Room 719, 58 Sutter Street, Transportation Department office, and receive your reward.

Inspectors			
24	65	75	
Motormen and Conductors			
38	830	1368	1976
75	872	1387	2005
76	909	1397	2028
82	940	1423	2031
96	967	1495	2091
101	981	1502	2149
130	1001	1504	2222
195	1065	1554	2234
235	1077	1588	2276
449	1162	1629	2291
524	1176	1690	2323
538	1178	1694	2329
549	1219	1719	2463
551	1232	1776	2555
576	1272	1885	2559
597	1291	1886	2627
600	1300	1895	2762
603	1312	1923	2779

APPOINTMENT TO ANNAPOLIS

The many friends of Mr. and Mrs. W. S. Wilmarth will be pleased to learn that their eldest son, Eugene M. Wilmarth, has received an appointment to the United States Naval Academy at Annapolis, and has received notice of his success in passing the examinations, April 21st. Eugene is the first graduate of Mission High School to receive such an appointment. After graduating from Mission he took a course at Drew's, which he completed in 15 months. Eugene reports at Annapolis on June 14, leaving San Francisco on Wednesday, June 9. All good wishes for a successful experience.

International Mouse

Mickey Mouse is known in Japan as Miki Kuchi, in France as Michel Souris, in Spain as Miguel Ratoncito, and in Germany as Micky Maus.

The cost of running the City of San Francisco for the next fiscal year will be about \$59,619,924, according to figures on the preliminary budget under consideration. The United States Bureau of the Census tells us that during 1936 we paid at the rate of \$47.45 per capita, and \$46.17 during 1935.

THANKS FOR THE PARTY

Market Street Railway Company,
58 Sutter Street,
San Francisco, Calif.
Gentlemen:

On April 14th, the Galileo High School Parent Teacher Association spent a delightful afternoon at the Marin-Dell Creamery in San Mateo. This was made possible by the kindness of the Market Street Railway Co., in furnishing transportation for this occasion.

Our unit desire to thank you for this courtesy and also for the privilege of having Mrs. Helen Doble, as our Hostess for the afternoon.

Very truly yours,

Mrs. W. C. Akard,
Galileo High School,
Parent Teacher Association.

The Associated Homebuilders estimate that 2,500 new homes will be built in San Francisco during 1937. Most of these are in the medium-priced homes.

A bill before Congress, calling for the appropriation of \$7,516,000 for rebuilding the old and dilapidated structures in the Presidio, was introduced recently. This is a project of the San Francisco Junior Chamber of Commerce, and the introduction of the bill is the result of many months of hard committee work.

The San Francisco-Oakland Bay Bridge authorities have posted direction signs through the two cities, San Francisco and Oakland. It is rather pathetic to see some of these signs with the words "San Francisco" smeared over with white paint. These are noticeable to anyone driving over the streets of Oakland in the vicinity of the bridge.

Many San Franciscans look with approval on the plans now approved for the purchase of the Muir Woods toll road by the State of California and San Francisco and Marin Counties. This deal will make the road free of tolls to the public.

Another bridge over Bay waters is now under study, the bridging of the Channel between Oakland and Alameda. State engineers are planning a high level bridge to serve the people of Alameda as a direct link to the San Francisco-Oakland Bridge.

San Francisco now has direct bus service to the three outlying terminals in the East Bay, Richmond, East Oakland and San Leandro and Hayward. Busses are run on an hourly schedule from each terminal and starting from Fourth and Mission Streets. This service is operated by the Key System and was started Sunday, May 9.

Chamber of Commerce says that the Balboa Building has been sold at a price of about \$1,500,000. They are said to plan the addition of seven stories to the present building and the construction of a ten story annex.

The Claus Spreckles Building, landmark for many years at Third and Market Streets, will have a new top in the near future. The entire building will be renovated and modernized. Cost about \$300,000.

Painless taxes? Reports now available show that sales taxes alone brought in a total of \$81,478,533 during 1936, in this State of California. You paid your share in pennies for this and pennies for that, on top of the sale price.

The United States Civil Service Commission is reported to say that there are a total of 829,193 persons on Federal payrolls April 1st, 1937. This represents the highest number since the peak on November 11, 1918, when there were 917,760. Since that date the minimum was reached on June 30, 1923, with 515,772 persons listed.

Preparedness

"What's the idea of the Greens having French lessons?"

"They have adopted a French baby, and want to understand what it says when it begins to talk!"

Reflection

"The clothes my tailor makes last for years. Look at that blue serge suit of mine. There's an example."

"Yes, a shining example."

LIFE is to be fortified by many friendships. To love and to be loved is the greatest happiness of existence.

—Sydney Smith

SOME JUNE DATES

June 2, 1875: Alexander G. Bell discovered the principle of the telephone today.

June 3, 1835. The first train arrived in Boston over the Boston and Providence Railroad.

June 3, 1889. First long distance power transmission line went into service today, a distance of fourteen miles.

June 4, 1876. A great day for San Francisco. The first through transcontinental train from New York reached the Pacific Coast, San Francisco station.

June 6, 1887. The Penn. R.R. operated the first electric lighted train today, after years of gas lighting. This was on the Chicago to New York run.

June 12, 1882. The Pennsylvania Limited made its first run with electric lighted coaches. Route not designated.

June 13, 1887. Bushnell experimenting with electric propulsion of street cars in New Haven, Conn.

June 15, 1752. Today, Benjamin Franklin drew lightning from the clouds by a kite string while flying a kite during an electrical storm. Called it "electric fire."

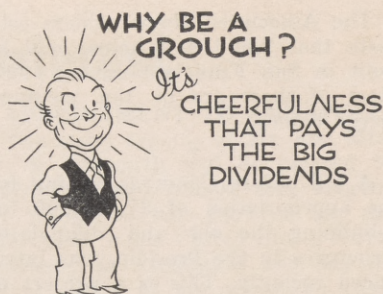
June 18, 1861. President A. Lincoln received the first telegram from an aerial station.

June 22, 1870. The first passenger train to arrive in Denver, Colorado, came in today. Telegraph lines between Denver and Cheyenne were put in service today.

June 26, 1878. Chicago opened the first telephone exchange in the state of Illinois today.

June 27, 1846. Boston and New York were connected by telegraph for the first time today.

June 30, 1877. Report showed a total of 234 telephones in the United States, fifteen months after the Bell patent was issued.



Quaint New York

"I'm looking for a bus for New York," said the stranger.

"And here I thought all of the time," said the villager, "that New York had one."

Business

Used-Car Salesman: "You can drive this car away for \$20."

Prospective Customer: "But it won't start!"

Used-Car Salesman: "All right. Tow it away for \$10."

We've Heard Him!

"I know a man who can play a piano, and yet has he has no hands."

"That's nothing. One of our fraternity brothers sings every day, and yet he has no voice."

Hat Tricks

"Did you ever observe, George, dear, that famous designers take a woman's head to adorn many of our coins?"

"I can't say that I've noticed it, but I've observed that designers take many of my coins to adorn a woman's head."

Hard To Please

"Billy, are you making your little brother cry?"

"No, ma'am. He's dug a hole and he's crying because he can't bring it into the house."

As Others See Us

Six Trainmen Receive Fine Commendation



Conductor
George Petersen



Conductor
Emil Jacobsen



Motorman
Nick Stamos



Motorman
William Shroyer



Operator
Wm. J. Adams

I wish to compliment the Motormen and Conductors on the No. 40's which leave 5th and Market Streets at 7:15 and 7:30 a.m. respectively for the splendid connections they make with the Leipsic Junction car. The South San Francisco motormen are to be complimented as well, for their part in helping the passengers make these connections. It certainly is a pleasure to ride on a car and know that the men are conscientious and are endeavoring to give



Operator
J. Brayshaw

good service.

Many thanks to them again for their service and cooperation.

Yours truly,

M. Landa,
931 Dolores Street,
San Francisco, Calif.

CONDUCTOR FRANK W. C. SMITH COMMENDED BY VICE PRESIDENT

Dear Mr. Smith:



My attention has been called to the fact that you are complying with the order recently issued relative to thanking passengers when they pay fare. Also, that you are very attentive and courteous in the performance of your duties.

I want you to know that the Management thoroughly appreciates such cooperation on the part of its employees and I thank you for your compliance with Company rules.

Very truly yours,

A. W. BROHMAN
Vice President

In Charge of Transportation.

YELLOW CAB COMPANY OFFICIAL COMMENDS MOTORMAN L. GORDON

Mr. Samuel Kahn,
Market Street Railway.

May 5, 1937



Dear Mr. Kahn:

Courtesies of the following nature, as witnessed by me last evening, go far toward building up public good will for an organization:

At 5 p.m., while I was waiting for a signal at Hyde and Market streets (going southerly), I saw the motorman of car 1605, No. 9 line, get off his car, going in front and walking about half way towards the north side of Market street, to assist an elderly lady, putting her on the front end of his car.

I think this man should receive special commendation.

Very truly yours,

(Sgd.) John W. Pettit,
Asst. General Manager
Yellow Cab Company.

1 1 1

Operator Frank J. Florence Cited For Alertness

Mrs. Helen Wilson, 1541 Oak Street, telephoned to commend operator No. 647, of the No. 20 line, for his quick action in applying the brakes and avoiding an accident when a machine came around the corner from a cross street and ran directly in front of the car. Everyone on the car wanted to say a good word for this man as they thought he did a most remarkable thing.

This happened about 4:30 P.M., May 18th, on Oak Street between Divisadero and Central Avenue.

Commercial Department.



1 1 1

Conductor A. P. McGrath Commended for Unusual Courtesy

Gentlemen:

I chanced to be a passenger on one of your cars down Market Street today. Standing in the rear of the car, I had ample opportunity to observe the conductor.



I have no idea what the man's name is, but the number on his badge is 1763. I was greatly impressed by the geniality, consideration and generally pleasing manner displayed by No. 1763 in carrying out a job that to most men would be rather boring routine, and a type of routine that wears the nerves and sours the disposition in a great many cases.

1763 kept an eagle eye on passengers getting on and off the car, warning them of other approaching cars. He helped women with their children. He gave information not only ungrudgingly, but cheerfully. It was a pleasure to ride on that car.

Will you give him my personal thanks? And, incidentally, you might keep an eye on him.

Sincerely yours,
Louis Neumann,
3120 Lewiston Avenue, Berkeley, Calif.

Conductor R. H. Waring Receives Note of Thanks



This department is in receipt of a letter of commendation from Mr. J. M. Schwartz, Piner's Hot Springs, Calistoga, Calif., complimenting Conductor R. H. Waring for calling out the names of streets in a clear voice and in a faithful manner.

Mr. Schwartz sincerely hopes that others might follow his example and call the streets as there are always many strangers in San Francisco and it facilitates their travel while on our cars.

Commercial Department.

1 1 1

Conductor Jas. Smith Receives Outstanding and Unusual Letter of Commendation

Gentlemen:

It's sometime since I've had occasion to correspond with your "Courtesy to Patrons" section and so I feel that there is no time like the present.

During the last ten years my business connection necessitated using your lines No. 11, 30, 25, 27 and 35 to a more or less extent. When a motorman or conductor performs some great special service, it's only natural to attract the unusual public attention.

Today, about 4 P.M. (Wednesday 5-19-37) I boarded a No. 11 car at 22nd and Mission Streets travelling west to 24th and Douglas Streets. Nothing unusual about that perhaps because it seemed there were about half the Mission District shoppers anxious to board the car. And that's what makes the matter **unusual to me**. At least, to your Conductor 2009, it was only performing his duty—rendering the gentlemanly courtesy for which your company is noted.

This conductor's coolness, courtesy, kindness and direct addresses to the passengers, whether schoolchild, soiled workingman, well dressed gentleman, or tired shopper, aided and abetted one and all to a sense of security and relaxation.

There's no bluff, no noise nor ostentation about Conductor 2009—I've sized him up, big (6 ft. and over) fair complexioned, blue-eyed, I believe—quiet mannered, on the alert, and a quiet humorous twinkle lurking behind it all—his desire to earn his right to stay on the payroll and give extra service as well.

For eight years or more, I've known this man, when I was connected with the Kirchler Manufacturing Company in Bayshore Boulevard. He doesn't know me though, except as an occasional passenger (I miss his kind of service so; for the past year I've been driving a V-8 Cadillac in my accounting and auditing) and your management knows, Oh! so well! **that you don't have to park a street car.**

Again therefore, thanks to you and Conductor 2009 as well as many another good man in your employ.

Sincerely yours,
Henry R. Kastl.
465 Douglass St.



1 1 1

Motorman L. E. Walker Singled Out For Praise



Mr. Dick Wood, 1824 Jackson Street, telephoned to commend Motorman No. 28 of the Powell Jackson cable line for his careful operation of the car and for his courtesy.

Commercial Department.

Sutro Surf Bubbles

By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON



The Golden Gate Bridge Fiesta has come to an end, also the United States Fleet has departed from these shores, both of which were very much responsible for many visitors in our fair city. The situation was taken care of very well, even with the added travel, also the congested traffic, especially along Sutter and Polk Streets, and we desire to say a word of thanks to



all those working and extending their fine cooperation in handling the situation.

An annual event of this nature might be just the thing, how's about it?

✓ ✓ ✓

The carmen with many of them all slicked up in new uniforms might have a chance with the fairer sex, especially since the Navy has left San Francisco Bay. What do you think, DeLaRoche?

✓ ✓ ✓

Conductor Robert Dutton, generally called "Bob" had to go over to the Hayes Line to cut his capers, seems he couldn't stick to his own Line and do it. We hear he is getting along very good and at this time has his ankle all tied up, and spending his time very leisurely at the St. Francis Hospital. Some guys have all the luck.

✓ ✓ ✓

Imagine Conductor M. Minihan's embarrassment when he started to lift the derail switch lever and found he was squeezing a live rat. Did he let go quick, and we think it is a good thing for him that the rat wasn't hungry, or he would have found his finger the worse for wear.

✓ ✓ ✓

Motorman Thomas Hewitt just returned from San Diego, California, where he and his family had motored. Tom states that he had a most enjoyable trip. He really is talking about going again, so it must have been pleasant.

This is not a rumor this time, but the whole truth, so help me. On May 29, 1937, at 8:15 A.M., at St. Edward's Church, on California Street, near Walnut, Conductor Hugh H. McFadden and Miss Anna May Gilroy were united in Holy Matrimony. A number of close friends attended the ceremony, and shortly afterward the very happy couple proceeded to Santa Cruz for a honeymoon trip. We all join in and extend hearty congratulations to the newlyweds, and may their married life be one of contentment and much happiness.

✓ ✓ ✓

Motorman Stephen Nessinger is recovering very splendidly after an appendix operation performed at the St. Francis Hospital. He, too, is complimenting the wonderful treatment accorded him while a patient at the hospital. We are glad to see him looking so well and expect him back to work soon.

✓ ✓ ✓

Seldom does it happen that both motorman and conductor get lost, but in the case of Motorman Fred Clemmons and Conductor Cliff Den Otter, they both did and at the same time. Imagine their embarrassment when, after turning their car in the car house, they learned that they should have been relieved on the road. What a razzing they had to take.

Conductor Doc Ebbert has been laid up with the mumps although he has fully recovered and is working again. He sure had our sympathy and his is the first case of that kind that we recall ever having to report of a carman of this division. Is it a record, or is it?

Conductors M. Minihan and G. T. Schroder are well on their way to Mexico City, Mexico, in, we believe, Shroder's car. We sincerely hope the cartoon drawn by Conductor Fred Toniatti is no jinx to them and that they will have a pleasant and troubleless journey. Good luck to you fellows.

It is our understanding that Conductor M. E. Gustafson attended all the Fiesta doings, but to date we have no reports from him. However, they might come yet. Here's hoping.

"Kink" or Motorman Ed Dyson spends about every other week in Sacramento. What is the attraction? It must be interesting and how we would like to know?

Conductor Harry Grant, Motorman A. Baade and Conductor Rabbit Holmes went a fishing and got a good ducking in the waters of San Francisco Bay and a good scare along with it. They were washed off a rock, at least Grant and Holmes were, and good old Baade played the role of hero, pulling both of them in. Baade, your heroism merits mention and we congratulate you for your chivalry. This, we thought, might stop the fishing expeditions, at least temporarily, but it did not. Now they have increased their forces and take along Conductors Alfred Breen and Fred Toniatti. However, to date no fish has put in an appearance around this place.

This is most unusual, reporting Motorman W. F. Ramer on the sick list, but it is so this time although we

do not know his trouble. Hurry back, Bill, as we miss you on your regular night run.

Conductor Dick Cossen has requested an extension to his sick leave which has been granted. We earnestly hope that his condition is improving.

Motorman Frank Foster is holding the front end down real well these days and looks as fit as a fiddle. We are glad to see him working so steady again.

Conductor R. Sullivan has returned to duty after having been laid up for some time. He looks fine and is doing his steady run as he has in the past and must be in perfect health again. Good for you, Ray. Cheerio.

Shop Department Notes

The boys in the shop would like to know where Tom Norton was hiding a few Sundays ago around 5:45 P.M. Maybe Tom King knows.

Also, the boys wonder why our night car cleaner (Rosy) and the Owl motorman get along so well together, maybe.

Also, why our Genial Oiler always opens the big doors before starting work in the morning around 5:30 A.M.

Also, why our night car cleaner, Louis Weisgerber, always comes to work around 7:30 P.M., when he does not start work until 9:00 P.M. What's wrong, Louis?

Also, why Otto Broyles, our past oiler, is such a good Municipal man now.

Also, we wonder why we don't see any of those big **Striped Bass** around the car house since Tom King has been married. Doesn't the wife like fishing, Tom?

We have received a card from Conductor Gillespie, who is now in Ireland. He and his family, he states, had a pleasant journey across the sea and he was only sorry when it ended. It is our sincere wish that he will enjoy being in Ireland just as much.

Motorman R. S. Courtright, himself, and his two beautiful dogs have been photographed recently by movie cameras, also still pictures taken by Scientific Films Inc., of Paramount Studios. The two cameras were very busy and attracted much attention along the beach, with the Cliff House and Seal Rocks as a background, also the water of the Pacific Ocean. The motion pictures are to be colored and will be shown in a local theatre in San Francisco in the near future. Mr. Courtright will be notified as soon as they are to appear and will in turn post a notice on the bulletin board for the benefit of the men who might like to see them. Those of us who saw them taken know that they will be worth while seeing as it was an unusual and pretty performance to see.

Conductor E. Cole was off a couple of weeks with an abscessed ear and he admits that it was very painful and keeps him from sleeping at night. He is much better now, back to work, and feels very much relieved.

In Memoriam to Mrs. Olive Hicks, mother-in-law of Conductor E. G. Holmes, sister-in-law of Motorman Wm. H. Hicks, and beloved wife of the late Conductor Elmer A. Hicks, who passed away eight years ago. Mrs. Hicks was born in 1864 and died April 9, 1937, at the age of 72 years. She was a school teacher for 15 years in Michigan, a musician and a landscape artist. To the surviving members of the family we extend our heartfelt sympathy during their bereavement.

Conductor Henry Coleman took an early leave this year and was very quiet about it, not having mentioned exactly where he spent his time. However, we hope that he made the best of it and enjoyed himself while away.

It is very unusual for us to report Conductor E. G. Holmes as being sick. However, it is true that he was home sick for one whole week. Not slipping are you, Rabbit?

Snappy comeback, 1937. (Lamar, Mo., Democrat):

A proud parent called the newspaper and reported the birth of twins. The girl at the news desk didn't quite catch the message over the phone. "Will you repeat that?" she asked. "Not if I can help it," he said.

From the way Conductor Jerabek looked Sunday, June 6, 1937, we would suggest that he make friends with his bees or else sell them. Are they really worth it, Jerry?

According to reports, Motorman Eugene H. Azevedo stopped his car at Sansome and Market Streets and climbed on top of the car to remove one of the Fiesta flags from its moorings. What's the matter, Gene, have you been bitten by the souvenir bug also?

Conductor W. B. Ebbert worked a Sunday tripper here a short time ago and then the Boss cancelled all the trippers, and was Doc happy when he pulled in, as that left him free the rest of the day.

In addition to the many Fiesta parades held during the Golden Gate Bridge celebration, the War Veterans were not to be outdone and put on their usual magnificent military Memorial Day parade in honor and respect to their departed comrades. Services were held at the tomb of the unknown soldier in the Presidio.

Now it comes, herewith Gustafson's report on the Fiesta doings.

We saw several parades that were held but there is only one that we will really remember and that is the night parade of Saturday the 29th of May. There is hardly anyway to describe it only to say that it was colossal.

The many visitors that were here were having a good time and if you had half as good a time as they did then the Fiesta was a grand success.

English As She Is Spoke

Preacher (at a reunion meeting):
"I have only one regret—I miss so many of the old faces I used to shake hands with."

Fame

At seven, Shirley Temple is the youngest person ever to be listed in Who's Who. Nineteen lines are devoted to her brief career.

Cheap Enough

The average extra cost of hauling the increasingly popular trailer is about a quarter of a cent a mile.

Minding One's Own Business

Be no busybodies; meddle not with other folks' matter but when in conscience and duty prest; for it procures trouble and ill manners, and is very unseemly to wise men.

Benediction

The great benediction of trouble seems to be in the larger views one gets of what is permanent, eternal, and most worth living for.

Friendship

Friendship must be accompanied with virtue, and always lodged in great and generous minds.

Duty

Duty is co-extensive with the action of our intelligence.

Bee Hive

A well driven golf ball leaves the head of the club at 135 miles an hour. This is said to be only slightly faster than a golfer leaves the office.

Office Economist

Of course, these are lean years. More people are leaning on the government than ever before.

St. Louis Star-Times

If you think fascism can rule America, try telling your wife that your first duty is to the state instead of her.

Room for Joy

Sorrow with his pick mines the heart; but he is a cunning workman. He deepens the channels whereby happiness may enter, and hollows out new chambers for joy to abide in when he is gone.

The Child

A child's nature is too serious a thing to admit of being regarded as a mere appendage to another being, and to be loved or hated accordingly; they stand with me upon their own stock as much as men and women do.

Adding to Trouble

Our anger and impatience often prove much more mischievous than the things about which we are angry or impatient.

Doing Good

Doing good is the only certainly happy action of a man's life.

Trust

No soul is desolate as long as there is a human being to whom it can feel trust and reverence.

CONSTANT activity is doing good; and endeavoring to make others happy, is one of the surest ways of making ourselves so.—Anon.

Third Street Division News

By J. J. CABBONE

It is said that Operator Gava will soon be wearing a GOLD WATCH.

Operator Merle was worried for the past three months on time differences, nine minutes for three months; figure it out? 3.54 hours, or 3.45 hours, no puzzle, ask Merle?

Operator George (Mope) Schmidt has asked for help to find that missing California Red-bat. Anyone knowing the whereabouts of said bat, please notify Mope.

Operator Bill (Paul Bunyon) Hays has three goats, and is aiming to have nine more.

Conductor W. Laughlin, who lives close to Bill Hays, also has two goats.

Operator Clarence (Tony) Krueger lost a dime some time ago, and we are wondering if Tony found that dime as yet?

Did you pay your dues for the Gilly Room? It is only 25 cents and will help keep things going.

Operator Dan Cassotta, who sees nothing, says nothing, hears nothing, has spoken.

Tea at three—see C. (Killer) Coates for the real handout.

Tobey Larsen and Harry Sumner down at the S.P. depot have invented a tin foil machine. For further information see either one.

We are guessing why Operators Samuel Dudune and D. Miller are looking for their birth ratings.

Oh! Yes, Operator Clarence (Tony) Krueger has his trailer up for sale. Free instructions go with said sale!

Dispatcher George (Admiral) Jackson and family have just returned after a tour of the Redwood Highways. George caught many fishes.

The following list of men at Third Street Division have not made out an accident report from December 1, 1936 to May 31, 1937:

Adams, A.	Lera, P.
Azzopardi, C.	Mahoney, J.
Bauman, F.	Manning, F.
Dudune, S.	Missa, S.
Du Bose, B.	Meade, J.
Daugherty, G.	McGlynn, P.
Ferretti, J.	Strange, A.
Fox, J.	Metropulos, P.
Graves, G.	McCarthy, T.
Gianola, D.	Percival, O.
Greiner, J.	Ruiz, S.
Hoppe, F.	Rodenberger, H.
Healy, P.	Rodenberger, M.
Jackson, C.	Stoltz, A.
Jones, F.	Stephens, H.
Slaby, A.	Theodos, J.
Laughlin, P.	

The following operators of Third Street Division were not on the short list during the month of May, 1937:

Azzopardi, C.	Ferretti, J.
Scarry, L.	Du Bose, B.
Percival, O.	Stojanovich, S.
Graves, G.	Miller, D.
Michellini, A.	Mahoney, J.
Shetookin, M.	Glennon, J.
Holmes, F.	Meade, J.
Jackson, C.	Lera, P.
Metropulos, P.	Slaby, A.
Missa	Krueger, C.
Mullins, D.	Greiner, J.
Cowhig, J.	Theodos, D.
Schmidt, G.	Diefendorf, W.
Hutchings, W.	

The talk of 23rd Division and vicinity:

Operator A. Adams—Can't beat my team.

Operator G. Assinos—I haven't donated.

Operator J. Fox—The one that Louie told me.

Operator C. Gianola—Meet me at the dance.

Operator D. Gionola—I am out for Carbone.

Operator Jack Griener—The one I lost was a whopper.

Operator Bill Hays—I've some goats.

Operator F. Holmes—Give me a good cigar.

Operator Bill Hutchings—The bear I struggled . . .

Operator C. Jackson—My radio set.

Operator F. Lose—This is soft shooting.

Operator G. Dougherty—Gimme a cup of coffee.

Janitor C. (Killer) Coates—as Sam Lee . . .

Shopman P. Vogt, who was bumped on Market Street, is doing very nicely.

We've seen the color of Heinie Richnitzer's country's flag. Heinie always carries it with him for safe keeping.

The first carman over the Golden Gate Bridge on roller skates was Operator D. Morgan, which is something.

The First Gas

Back in 1816, Baltimore became the first city in the United States to use illuminating gas. Its use was greeted with fear and doubt by many of the inhabitants, as the following excerpt from a petition against the construction of gas works reveals:

" . . . When we consider that this powerful agent must necessarily be often left to the care of youth, domestics, and careless people, we only wonder that the consequences have not been more appalling. It is also an uncertain light, sometimes disappearing and leaving streets and houses in darkness."

FOR SAFETY FIRST

The word "insulation" suggests protection, and usually it means just that. The National Safety Council points out, however, that under certain conditions insulation may not protect at all.

The covering on a wire, for example, may become worn out through long exposure and usage—or it may become dangerously worn through only a **few moments** of usage. Here is a case at point:

An insulated high tension cable was left exposed near a cofferdam in which power was being used for a whirler derrick. A number of laborers were dragging a long length of wire rope. They pulled it across the face of the insulated cable, and it so happened, at the very point where the cable was exposed.

The friction of the wire cut right down through the insulation, as if it had been so much paper, causing a short circuit, which killed two laborers instantly.

It would have been a simple matter to have guarded this cable at the one point where it was exposed.

Consider the anguish and suffering that would have been spared the families of the victims had this precautionary measure been taken!

Turk-Fillmore "Truth and Fable"

By E. DUTCHER



In last month's issue of the Inside Track we were telling you of Motorman C. N. Larsen and his wife being the proud parents of a bouncing baby boy. Here is something that will open your eyes. On the fifth day after birth the baby produced two teeth. The doctors said they have seen them born with teeth but never before have they seen them cut teeth in the five days.

Since Mussolini and Hitler are such good friends, it is nothing to see CASEY, the janitor, going home with the great DUTCH feed, sauerkraut and wieners.

Following is a list of conductors, operators and collectors of the Turk and Fillmore Division who have had no errors in their cash turn-ins for the month of April, 1937:

Barrett, J. F.	O'Keefe, A. J.
Bartunek, V.	Oliver, W. H.
Beck, C. O.	Olsen, J. H.
Burnett, J. W.	Poe, B. B.
Carpine, M.	Ray, B. H.
Coverdale, R. T.	Regan, J. J.
Du Bose, C. C.	Reynolds, B.
Ellis, G. H.	Robinson, W.
Fernandes, E.	Schmidt, H.
Forslow, E. E.	Sorg, G.
Giblin, P. V. J.	Stagg, W. R.
Hester I. D.	Streit, J.
Kennedy C. W.	Strong, E. L.
Kremer, J.	Tamblin, J. A.
Lasserre, J.	Tunstall, J.
McLaughlin, C.	Wallace, W.
Marlow, V.	Webster, T. G.
Mattson, G. I.	Warwick, J.
Monteleone, J.	Williamson, A. D.
Mendoza, R. M.	Smyth, T.

Boys, ask Operator F. Wucher why he comes to work all perfumed up? He blames it on the hair tonic he uses.

Who was that motorman who had to pay a fine for going through a traffic signal?

Operator Shurgin going up Fillmore Street the other day was heard singing, "Boo Hoo, why am I suspended?"

Our old friend Fred, who took Van fishing a few weeks ago, is receiving Matrimonial Mail these days. Fix me up, Fred.

Well, Well, Well. Here is another good one on Leo. The other night he seemed to be getting later and later all the time and thinking his leader was sticking him he decided to check his watch, which was not until his next to last trip, finding it 1½ minutes slow.

Seems that John gets in the DOG HOUSE every once in awhile. Just here the other night he took a lower berth in the Gilly Room. Seems that when he awoke he was shy something. How about that, John?

We have a new Papa at the Turk and Fillmore Division. Let me introduce Motorman Bill Mysing who is the proud father of a baby girl. Says that mother and baby are doing fine. Congratulations, William.

Who is the girl friend who comes to see Sawyer every once in awhile? Seems that she knows the boys of this Division.

28th Street -- Castro Cable

By JAMES O. BITTLES and DANNY DONOHUE



Sunday, May 23rd, was spick and span day. All hands responded to the order. There were so many clean shirts that some of the boys did not recognize each other.

A pressed suit, a hair cut and shave and shined shoes makes a whale of a difference. If you don't think so, take a slant around.



We expected to see Motorman Carroll all dressed up like a king's Life Guard, but those plans must have fallen down.

We are not going to say anything about Conductor Frisella, only to say the love bug will get you if you don't watch out.

Gentlemen may prefer blondes, but Motorman Cook says he is not particular as long as they are good looking and have blue eyes.

This being the month of June, we expect the boys to be starting on their vacations. The usual problem will prevail—where to go.

Motorman Healy looks very good since he started wearing a uniform. Why, Tom boy, we hardly knew you.

What is the attraction for Conductor Nerio down around 20th and Folsom. Got yourself a new flame, Pete?

Will someone explain why Motorman Gallo never gets any fish and the others around him do. We could suggest to Charley that he put some bait on his hooks.

Motorman Ward brought his mother from the East. Now Ellis will have to wash his neck and everything and be a nice little boy.

Conductor Cyr seems to be taking on weight since he got married. Nothing like home cooking and someone to look after your wants.

Who was that pretty girl Motorman Howett took for a walk across the Golden Gate Bridge? She looked like a Mill Valley girl.

Motorman Zizak got so excited at a show in the Veterans' Building that he ate the flowers off his coat.

Motorman Catoir was another who attended the show. Charley says the only trouble with those shows is that the rooms get too hot.

We forgot to ask Conductor Slack if it was a black cat that ate his yellow canary. Oh! John, did the cat eat the feathers too?

We saw Motorman Lang playing his Arabian flute in the night parade. Harry says those girls are wonderful dancers, but not with their feet.

If Motorman Champion wants to keep slender he should have a talk with Conductor Lunden. Pete is so thin that he does not cast a shadow any more.

Conductor Parmely is back in harness once more and Jim is mighty glad his little accident was not more serious; and so are we, Jim.



Just a few days ago, when Inspector Harry Cohn was on his way to work, he met a lady on the street car who used to be a regular passenger on his car when he worked as motorman on the No. 40 line twenty years ago. After talking for a few minutes this lady handed Harry a newspaper clipping which she had taken from the paper a few days previous and asked him if he remembered who the motorman was that was involved. The clipping read as follows:

"DO YOU REMEMBER TWENTY YEARS AGO TODAY?"

"By using his feet quite freely, a motorman on the San Mateo Line thwarted three men who attempted to hold up the car. He kicked them off the platform three times."

"Well," says Harry, "You know who that refers to?" "No," said the lady, "I don't." Harry then took out his pocket book and handed her the following: (This clipping Harry has carried in his pocket for 20 years.)

"Harry Cohn, a motorman on the San Mateo suburban electric line, fought and successfully put to flight three masked and armed bandits late Sunday night when the trio tried to hold up the car at Mission and Charles Streets. When the men attempted to climb up the steps of the street car Cohn succeeded in kicking them off. The matter was reported to the police yesterday."

Harry says that those were the good old days when you had to protect yourself and the company property, and that he can still do it. So any of us that get into trouble need not hesitate to call Harry, as he says that he still wears the same size shoe. "How about it, Harry?"

Motorman Johnson is not discussing any vacation plans, so the mossy banks and the babbling brooks back home have lost all interest.

When they refer to the fat motorman on the Owl, we hate to think that it is Bill West they are referring to.

If a certain young Italian baseball player don't make good this year, Motorman Allard will have to do a lot of explaining.

Motorman Schleub's evening club has been completely overhauled and from now on his evenings will be more comfortable.

Conductor Higuera's little moustache is still coming along rather slowly. It should be a darling when it gets its full growth.

What has become of Motorman King. We have not seen Harry for

some time—he must be sticking close to home and the Dodge.

To our shop foreman Jack Wells we send our best regards and hope to have him with us again soon. Jack is still confined to the St. Francis Hospital.

Motorman Van Winkle is also a patient at St. Francis, but from all reports he expects to leave pretty soon. Wonder what the attraction is that those boys stay at St. Francis so long.

Conductor Lee Lowrey says he would not be single again for anything in the world. Lee must know when he is well off.

That funny noise we heard in the gilly room a few days ago was just Motorman Woodward laughing. Gib can sure give a hearty laugh.

HE ALONE has lost the art to live who cannot win new friends.

Conductor Sutilef is another of our boys who is still on sick leave. We hope that Cal will feel better after his rest in the country.

Conductor Watters says that he has to keep moving when he walks over the Golden Gate Bridge, as he is afraid the seagulls might take his head for a rock.

The following named conductors of the 28th and Castro Streets Division have had no remittance errors for the month of May, 1937:

Armstrong, W. A.	Metro, G.
Bacher, J.	Morris, J. L.
Barbero, B.	Mullin, P.
Becker, M.	Nerio, P.
Beebe, L. R.	Neuner, G.
Beebe, R. R.	Ochesky, H. L.
Briggs, R. E.	Parker, E. L.
Brill, A. C.	Patterson, T. A.
Bush, S. E.	Peak, C. J.
Cain, J. R.	Plunkett, P.
Curtin, D. J.	Priola, J.
Fehlemelcher, W.	Reinhardt, W.
Frisella, J.	Rose, J. M.
Guerrero, C. J.	Sammons, J. B.
Haupt, R. S.	Siemans, D. R.
Headden, J. M.	Siess, R.
Healey, W. M.	Slack, J. B.
Hefferman, V. J.	Sutilef, C. R.
Hendricks, W. P.	Thibault, J. A.
Higueria, M. F.	Thompson, C. A.
Hitchcock, A. H.	Vogel, W. C.
Houston, A. H.	Watters, K. B.
Lewis, J.	Whelton, C.
McGeorge, J. M.	Wiser, J. H.
McGrath, A. P.	Simon, E.

Freedom

Countries are well cultivated not as they are fertile, but as they are free.

The Pioneer City

The largest "trailer town" in the world is in Sarasota, Florida. Catering especially to the trailer tourist, the city has a 30-acre reservation with sewers, city water, light and power connections, and a huge recreation hall.

The following named motormen and gripmen of the 28th and Castro Streets division have written no accident reports for the past six months December 1st, 1936, to June 1st, 1937:

Bakopanos, G.	Manley, C. D.
Bertoni, A.	Munday, O. H.
Bishop, H. N.	Oslin, E. U.
Butcher, W. A.	Penick, J. N.
Cantoni, L.	Schlueb, A.
Crossen, B.	Semmelhaack, J.
Fehr, F. E.	Strohecker, W.
Hageman, G. E.	Thompson, W. A.
Harrison, J. S.	Vanoni, M. L.
Hatzis, J.	VanWinkle, B.
Horton, J. B.	Walter, F. C.
Hugh, E. H.	West, W. H.
Jones, H.	Wickett, C. E.
Knox, F. A.	Wilkening, F.
Larsen, R. E. V.	Willman, J.
Lowder, E.	Young, H. W.
McPhun, C.	Zucconi, E.

First Bookbinding

Bookbinding is supposed to have begun about 650 A. D., the earliest to be bound being the book of St. Cuthbert. A Latin Psalter was bound in oak boards in the ninth century. Leather came into use about the fifteenth century.

From Scapa Flow

Thirty-five of the 72 warships of the Imperial German Fleet scuttled at Scapa Flow in June, 1919, have been raised and broken up for scrap metal.

How To Love Life

To prepare joys for those surrounding us, that especially makes us love life. Everyone has not the calling of a scholar, a deep thinker; but everyone knows how to love.

SERVING God with our little, is the way to make it more; and we must never think that wasted with which God is honored, or men blest.

—John Hall

Oak and Broderick

By L. E. HOWARD.

Mr. J. L. Edmiston, who was appointed our Division Superintendent June 1st, 1937, came to work as conductor in 1919. His rise with the company began in 1923, when he was appointed clerk. In 1925 he was made Dispatcher, and in 1929 Head Dispatcher, a position he held until last December, when he was appointed Acting Superintendent to succeed E. C. Regan, who was promoted to head the Accident Prevention Department.

He learned railroading so thoroughly under the tutelage of the "Old Master," Mr. Regan, that it has not been difficult for him to carry on successfully as Acting Superintendent, and we have every reason to believe it will be easier as he goes along as Superintendent, for he has the support—and it is not inimical—of the entire Division.

As Buddha would say, "That's mighty fine pitching in there boy," so go ahead and win this old ball game.

✓ ✓ ✓

Henry Noll and wife are mighty proud of the new De Soto they just bought. Henry says it is sure a sweet job, and he intends to break it in right, so it will last him a long time.

✓ ✓ ✓

Did you all see Tom Marshall during the Bridge Fiesta with uniform on? Tom had a cowboy outfit with a ten gallon hat, which made him look like a real sheriff from the Redwood Empire.

✓ ✓ ✓

Herb Barrill still stands out as one of the champion fishermen at Oak and Broderick. Herb spent his vacation up near Mount Shasta and while there caught several nice meses of fish, which he shipped back to the city and distributed among his many friends.

✓ ✓ ✓

Geo. Tyers, who has been on the sick list for the past two weeks or more, is on the road to recovery and expects to be back on the job soon.

✓ ✓ ✓

Percy Mason and family spent a wonderful vacation in Idaho visiting relatives and friends. Percy is a great lover of fish stories, so while he was there, he got a lot of new ones, which he distributed among his many friends here.

Bennie Finkelstein was sure driving along Haight Street in his new Chevrolet. Bennie is mighty proud of this car, so he drove past the barn a couple of times to let the boys see how nice he drove and how the car looked.

✓ ✓ ✓

George Broyles was telling Ernest Hedstrom how to beat the races. George says all you have to do is when you lose one race, keep doubling up and you will always win in the long run—that is, if your money holds out.

✓ ✓ ✓

The best laugh this month was had while listening to Bob Dini, shopman at Haight, discuss the inability of certain mechanics in using a rule to figure the size of a reamer to fit a coach axle housing. He said, "All you can do is to show them the hole and tell them to fill it up."

✓ ✓ ✓

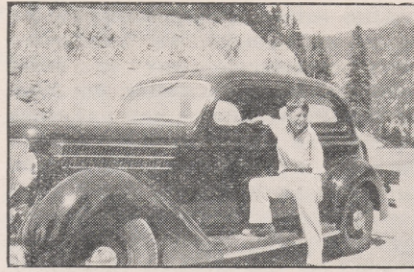
Fred Riegert is wondering if he has begun to walk in his sleep, for he was accused of being at the barn one Sunday morning at 6:00 A.M., but swears he was at home and in his own bed when he awoke at 9:00 A.M.

The following list gives the names of Conductors and Operators at Oak and Broderick Division who were not on the short and over list for the month of April, 1937:

Aaron, A.	Lucier, A.
Aldridge, C.	McGill, C.
Allen, R. B.	Mayville, H.
Bain, H.	Milne, J.
Barba, L. A.	Monroe, M.
Bartlett, A.	Mosk, J.
Behlendorf, H.	Mosley, J.
Bolger, G.	Noll, H.
Boone, B.	O'Rea, H.
Brooks, F.	O'Rear, A.
Coffey, M.	Petzold, E.
Colbert, P.	Polecyn, E.
Curtin, D.	Rassouchine, V.
Crutchley, A.	Rinker, G.
Diamond, A.	Schmidt, L.
Du Bose, J.	Siegel, S.
Duke, E.	Simpson, G.
Eisenhans, W.	Stevens, 914
Franklin, F.	Stocker, A.
Fraser, Earl	Swan, B. B.
Gedgate, F.	Terrell, H.
Geldmacher, C.	Wade, L.
Gray, J. C.	Woods, W.
Hegarty, T.	Wyhlidko, J.
Heintz, C.	Young, H.
Hulme, P.	Young, W.
Lavine, S.	Yowell, R.
Love, S.	

Below are the names of Motormen and Operators at Oak and Broderick Division who had no accidents from November 1936 to April 30th, 1937:

Anderson, Jno.	Larsen, R.
Birman, J.	Moore, W. A.
Bartling, A. F.	Miller, J. B.
Broyles, G.	Miller, J. C.
David, F.	McDonald, F. D.
Fraser, Eug.	McCullough, T.
Fraser, Earl	Norton, T.
Henry, M.	Proovich, G.
Herman, H.	Polezynski, J.
Harper, G. O.	Pocan, C. H.
Hutchinson, J. J.	Stocker, A. A.
Jablonski, S.	Treanor, J. J.
Jewell, E.	Wiedl, A.
Law, J. A.	Rice, J. G.



The picture above is Harris Light's son taken on the Donner Summit, just above Donner Lake. They had made a trip to Reno and were returning over the summit, when they stopped to take this picture.

~ ~ ~

Mike Coffey, forced to do a bit of "porch climbing," or "second story work," when he found he had locked himself out of his apartment, fell and jarred a couple of ribs loose. He had to go around laced up like a belle of the "Gay Nineties," minus the bustle, we hope, but is O.K. now.

~ ~ ~

Eight of Oak and Broderick's finest volunteered to help out the Turk and Fillmore Line during two days of the "Bridge Fiesta." They were M. Coffey, Dan McCarthy, L. Broderick, L. Schmidt, J. Hourcaillou, F. Riegert, J. Mosley, and Joe Roy. From the work out they got, they didn't seem to know there were so many people West of the Mississippi before, and there wasn't a one of them who had to be rocked to sleep either night. McCarthy and Roy hauled the biggest loads, for they are so small that one more passenger could crowd on. They all did fine, and we are mighty proud of them.

~ ~ ~

The Open Car

One per cent of all passenger cars manufactured in the United States and Canada last year were of the open variety.

After eating in restaurants for 18 years, we thought we had heard every conceivable way an order could be given to a waiter, but Walter Van Peck pulled a new one when he told the waiter in Olsen's lunch the other evening, he wanted a Hamburger Steak "Cremated." We know now, Walter, why there's nothing vicious about you, because you certainly don't eat raw meat.

Dispatcher Jimmy Kennedy and Utility Man Boris Erdiakoff were asked if they knew where the State of Bohemia was. Boris readily admitted that he didn't know, but when Jimmy was asked he replied, "Yes, it's up near-r-r the R-r-russian R-r-river, I think," and believe it or not, they both came across the Big Pond.

Happy Kane has just had another experience crossing the San Francisco Bay Bridge. He and a friend were driving across one evening, when a closed traffic lane loomed up in front of them and he had to almost literally stand the old surrey on its nose to avoid running into it. A State Highway Patrolman saw it, and, thinking something was haywire, gave them the match test—you know the one, where you have to pick up seven matches without losing your equilibrium. "Happy" said the test was easy and we do believe him, for we know him to be an absolute abstainer of any and all intoxicants. Cheer up, "Happy," the Golden Gate Bridge is now open, and you can tell the East Bay Metropolis to go jump in the Bay, if they haven't done so already.

That extra minute running time on the No. 7 and 17 Lines from the outer terminals to 20th Avenue and Lincoln Way is just what the boys have been longing for; they don't have to pin their ears back to make the time any more, and yet it is rarely anyone is ever reported for running ahead of time.

Can you guess what baby-voiced doll at 58 Sutter and one of our motormen are that way about each other? No, don't ask me, I won't tell.

Relief Dispatcher George Hemphill has been not a little perplexed. Reason: He wanted to get married and also buy a new Plymouth auto. He didn't feel lucky enough to go for both, but finally decided that an auto finance company could only cash his pay check for 18 months at most, without possible alimony later. Smart boy, George.

Will someone please tell Jonnie Nolan what a "Hunyack" is? Jonny was called that several years ago in a friendly argument by one who wouldn't tell him what it meant, and despite his etymological research ever since, which even included the ancient Egyptian hieroglyphics, that word still eludes him.

A small colored boy was brought into the office for stealing a ride on the fender of a one man car, and, as usual, we tried to be stern while lecturing him on the "evil of his way," as it were. When asked why he did it, he replied, "Ah wuz jus walkin' along an mah feet got tired, an' a cah come along with the dohr open, an ah jus' got on, thas all."

Variety

There are at least 1000 varieties of apples grown in the United States.

Fellow-Feeling

An American was giving some illustrations of the size of his country. "You can board a train in the State of Texas at dawn," he said impressively, "and 24 hours later you'll still be in Texas State."

"Yes," said one of his English listeners, with feeling, "we've got trains like that here, too."

McAllister Division

By BILL SCHULZ

Sorry, boys, my night editor and under-cover man, the mysterious Mr. X, left me a little short on news this month. He must have been indisposed; or maybe it is because he worked a day run and couldn't see very well in the daylight.

Well, fellows, I hear that they woke up Fire Chief Clarke one day last month and asked him to help fight a fire that was going full blast in a garage in the rear of his house. Boy, I'll bet the old chief had the rest of the firemen working hard for a while.

Motorman Tom Greene has another car. Now he has been around the barn telling all of the boys how well it runs and how fast it will go; but low and behold the first thing the jovial Thomas had happen to him was to get stuck in the car tracks at McAllister and Fillmore. Tom says that if you want to hear the true story of what happened to see him and not the crew he held up while he was getting the car started.

Motorman Barry stopped his car between Masonic and Ashbury one day and ran back about a quarter of a block to pick up a penny. As he passed his conductor to get back on the car he yelled, "Boy, that's spot-tin' them, ain't it."

I think I mentioned last month that Conductor Martin took the outfit of run No. 20 Hayes by mistake. Well, I got even on Mr. Martin and took run No. 20 "Mc" by mistake. I was told the fellow who got the wrong outfit the next time would be declared the winner.

What great sailor who spent four years in the Navy, went to Searsville Lake with a party of friends, and was afraid to go into the water

above his ankles? Could this possibly have been Curley Flynn?

Who was the conductor seen running across Market Street with a lady's shoe one night last month? I'll bet all the boys are calling him the "Cinderella Man" now.

"Wimpy" Jones has a new gag. "Give me a cigarette, please; I'm all out. Got a light, too?"

Our sincere regrets are extended to the family of Inspector Jones, who was at Eighth Avenue and Fulton for so many years.

The Story of Two Wandering Boys. One Sunday last month there were two boys who were wandering around and did not know what to do—in fact, it was so calm that they were about to go home in disgust, when one of these handsome fellows suggested a ride over the Bay Bridge to Oakland. I hear the luck was better over there—that is, it was 50 per cent better. At any rate, a certain motorman known as "beautiful" was told to sit in the rumble seat and freeze while the other, not half as good looking, got all the breaks. Sorry, no names were mentioned when this story was told to me.

Conductor Wimpy Jones came running into the gilly room one day and when he saw a pool game in progress, got so excited he threw the money all over the floor and yelled, "Darn it, I won't get home early now."

Conductor Curley Flynn and his motorman DeMartini had a large cowboy hat during Fiesta Week which they intend to keep as a souvenir. They had everyone autograph it, from Charlie, the janitor, to Mr. Johnson.

Conductor Siler was playing pool with motorman Esposito one night last month and he was called to make a relief, so he grabbed the first coat he put his hands on and ran out the door. Soon the phone rang—it was Siler from 8th Avenue saying that he had picked up an overcoat by mistake. The coat he took belonged to Esposito and they had to change in the middle of the street at 8th Avenue. Esposito says Siler's coat was made for a boy.

The conductor on run No. 20 Hayes would like to know why Conductor Kendall and Motorman Terry always come up to him on his first trip in the morning and ask if he is sure that his car is going to the Ferry.

Conductor Bob Fields, the handsome conductor who works the Owl, felt like going to a show on Sunday morning after he got through work, so he went to see a mystery picture. When asked who killed who in the picture, Bob said, "I don't know—that was the part where I fell asleep."

Conductor Staley recently purchased a very nice looking De Soto sedan to go home this vacation. I believe Mr. and Mrs. Staley are using this method of having their honeymoon. I am sure all the boys wish a very nice couple a very nice trip.

I hear that Conductor Slim Anderson was running around during Fiesta Week in a cowboy outfit. They tell me he had a cap pistol and everything.

Congratulations to all the boys in McAllister Division who belong to the drum corps. The group won second prize in the Fiesta Parade. Good luck again; we hope you keep up the good work and win more cups in the future.

I saw Conductor Paddy Burke down Market Street one day standing by the Penny Arcade. I guess he was trying to make up his mind if he would look over a few pennies worth. How about it, Pat?

Conductor Curley Flynn bought a car—a Chrysler coupe. Hope you have good luck with it and a lot of good times, Jackie, old boy.

Joe Casey has gone on his vacation—he didn't say where, but we hope that he has a good time.

Here is a suggestion that the newlywed Fordes and the McDonalds (who have been married one year) may file for future use. Inasmuch as the McDonalds celebrate their anniversary on May 8th, the day the Fordes were married, they should make it a joint celebration. I'm sure they could make a lot of whoopee together.

Could it be true? Could it be possible? Conductor William "Pickles" Lawrence is now raising a Van Dyke beard. What are you going to do, Bill, go in for patent medicines?

One of life's ambitions became a reality to Conductor Russ Coleman on June 3rd when a fire broke out on his car at Divisadero Street. Russ says that ever since he was five years old he had an ambition to break the glass on the fire box and ring the alarm. When he turned it in this day he got the hook and ladder and five or six other pieces of apparatus. Boy, I'll bet he was happy.

Our sincere sympathy goes to the family of Motorman James Durkin, who passed away on May 12, 1937. Durkin was born September 12, 1873, and came to work for this company April 8, 1918. He went about his work in a quiet, matter-of-fact way and made many friends by his sincere advice. We will all miss Jimmy.

A Play In One Act

Characters: Joe Casey and Motor-man Ed Siler.

Scene: Office.

Phone rings, Casey answers.

Casey: "Hello, Casey speaking."

Siler, on other end of line: "Say, Joe, I'm stuck. My wife has gone to town and I have lost my keys, so I don't think I'll be able to get to work on time because I'll have to wait for the wife to get home."

Casey: "O.K. Ed, but get over as soon as you can for I might have to use you."

Siler: "O.K. Thanks."

Time: One-half hour later.

Siler enters Gilly Room, reports to Casey.

Casey: "Gee! Your wife must have come home pretty quick."

Siler: "Well, you see, Joe, it was like this. I went down in the back yard and found a lot of lumber, so I built a ladder and put it up to the window, climbed in, put on my uniform, and here I am."

Casey: "Good. You can now go over Hayes and work the back end of run No. 27; and besides that, you will have to do without your piece of pie that you would get if you had worked your own run."

Curtain.

P.S.: They tell me Ed sure missed that piece of pie.

Pickles Lawrence tells this one. After the Electrical parade on May 27th Charles Martin suggested to Frank Beach and Pickles that they all take a drive over the Bridge. When they were about ten miles beyond the other side of the bridge, Charlie said, "Say, I thought they had a tunnel around here some place." Charlie still swears that Frank drove so fast that he never even saw the big steel towers, let alone the Waldo Tunnel.

Well Defined

A little girl, aged seven, was asked to state the difference between pride and vanity.

After considerable thought, she replied: "Pride means, 'I don't think much of you'; vanity means, 'What do you think of me?'"

✓ ✓ ✓

Good Bag

"Where can I get a license?"

"A hunting license?" asked the clerk.

"No, the hunting is over; I want a license to marry the girl I've caught."

✓ ✓ ✓

Mistaken Identity

"My goodness!" exclaimed the stranger, who had dropped into the police court to pass away half an hour; "they've caught a pretty tough lot this morning, haven't they?"

"You're looking at the wrong lot," said his neighbor. "Those aren't the prisoners. They're the lawyers!"

✓ ✓ ✓

Right, Count 'Em

Domestic Science Teacher: "Jane, how many eggs does the common spice cake require?"

Jane: "Four, Miss Smith; the whites of three and the yolk of one."

✓ ✓ ✓

Struggle for Existence

Autoist: "I want some tires."

Salesman: "Yes, sir. Balloon tires?"

Autoist: "I should say not. I'm fortunate to have an automobile."

✓ ✓ ✓

At His Word

An actor who was not so well known as he thought he was, received an offer of a part in a new London show. Being on tour at the time, he replied by telegram:

"Will accept double what you offer. Otherwise count me out."

Next day he received a telegram which read:

"One, two, three, four, five, six, seven, eight, nine, Out."

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

The "Reviving the Old Ones"

Department



A flea and a fly in a flue,

Were imprisoned so what could they do?

Said the flea: "Let us fly."

Said the fly: "Let us flee."

So they flew through a flaw in the flue.

The Guess Who Department: We have a couple of good stories here about a certain individual who does not want his name mentioned here. As a matter of fact, the last time his name was in print he was so mad about it he chased Reverend Brewer, who was then your correspondent, around the block.

Story No. 1: He bought a grey shirt and black tie for uniform inspection and then covered it up with a sweater, a leather jacket, uniform vest, zipper jacket, uniform coat, overcoat.

Story No. 2: He would like to be motorcycle inspector, but admits that the motorcycle would have to have a sidecar on each side—to accommodate his feet—they're that big.

Our Mr. Von spent a few days at Carmel-by-the-Sea, went forth to enjoy himself. At the sight Jim Perry was lost for words. Sheik! Oh, boy, fancy duds, spiffy, spatty, sporty. Your scribe noted a "True Love Story" magazine, a box of candy, and a ukelele. We were glad Von was happy, for he is a prince.

We are sorry at this time to record the passing on of two of our fine fellow workers—Conductor John Bergeman and Motorman L. B. Essley.

This is June, the month of brides, and in spirit of the season our miscellaneous man, Paul Christensen, contributes the following poem:

My love has flew,
Him did me dirt—
Me did not knew,
Him was a flirt.
Let's love forbid
Lest you get doed
Like I been did.

Motorman Red Boyd has taken a round trip over the bay bridge—but not because he wanted to.

It appears that Boyd had a few minutes to spare in an apartment with his wife downtown, so he thought he would take a drive up on Rincon Hill and look over the bridge. However, he got caught in a flow of traffic right into one of the approaches and couldn't turn around.

So he had to pay out a dollar in tolls, make a dash over to the other side, turn around, dash back, and then explain to friend wife why he should keep her waiting on the corner for half an hour.

Railroad Story:

A Chinaman named Tong Wong,
Was driving a train to Hong Kong.

As he raced pell-mell
Through the country so swell,
His bell would ring ding-dong.

Max Bedel, son of our shopman, Sammy, is now a shopman out Geneva Barns.

Checker Champion Bennie Bedel defeated challenger Bill Cahill two out of three games for the championship of Twenty-Fourth Street Carhouse. The champ won the first game easily, Cahill took the second game by a ruse, then after a terrific

struggle the third game went to the champion. Cahill is now looking for an early return match.

✓ ✓ ✓

It's a girl over at the Wettelands! Papa Karl is all smiles these days, and incidentally mother and baby are doing fine. This little bundle of heaven, tipping the scales slightly over seven pounds, arrived on May 13th.

✓ ✓ ✓

Dave Matthey was all set to go out and celebrate the Fiesta, when a nasty spill down the carhouse steps laid him up for the week-end with a cut leg and bruised arm.

✓ ✓ ✓

Names of 160 operators and motorists at 24th and Utah Division who did not make out an accident report during the month of May, 1937.

Collins, C.	Clark, H.
Langley, S. H.	Gregory, J.
Angelius, E.	Campbell, R.
Espinoza, T. J.	Deeb, A. M.
Cook, O. H.	Derriso, W. M.
Lang, G.	May, C.
Erickson, J. V.	Marshall, W. R.
Kamna, J. H.	Desmond, C.
Kleist, O.	Cote, A. E.
George, C. H.	Kelso, M.
Alvarado, L.	King, V. P.
Gibson, W. S.	Boyd, Z. V.
Clem, J. S.	Fulton, D. J.
Stockfleth, W. L.	Kinsey, J. C.
Bozant, E. J.	Smith, Ivy
Naughton, W.	Regan, T. F.
Mattley, D. J.	Carney, E. W.
Weiter, O.	Klezmer, H.
Murphy, S. J.	Folsom, M. J.
Schoux, A. H.	Wright, G. E.
Dillon, M. M.	Briggs, P. S.
Baptista, J.	Bradley, O. L.
Chronoplis, H. G.	Van Horn, E. R.
Buriani, A.	Kimber, R.
Garnier, J.	Alexander, K. M.
McCarthy, M. P.	Campisi, L.
Beyer, E. T.	Mattis, C. A.
Hector, G.	Davis, E. M.
Van Rietshoten, D.	Dunsmore, H. O.
Dusdall, J.	Moss, Thos.
Mammini, G.	Brachais, R. E.
Holland, B.	Allen, J. A.
Mitchell, J. J.	Misner, H. W.

Johns, A.	Timm, R. A.
Ewert, P.	Dutson, L. C.
Osborne, T. C.	Schofield, I. N.
Granucchi, D.	Quick, R. V.
Vouchilas, T. D.	Pendleton, R.
Lucas, J. G.	De Vita, M.
Dever, M.	Plamondon, D. G.
Jackson, E. D.	Brown, J. T.
Shelmadini, E. J.	Barry, P. M.
Brandt, F.	Russell, E.
Zimmerman, L. W.	Brewer, R. E.
Thomas, L.	Gooding, R.
Bankowski, M.	Bailey, J. H.
Volpi, F.	Lasko, J.
Hussey, P.	Fagerle, R.
Holbrook, H. L.	Moon, W. C.
Stephan, A.	Clapp, W. F.
Lynch, G. J.	Wetteland, K. F.
Loomis, W. S.	Griffith, R.
Bartlett, J. A.	Behnken, W. H.

✓ ✓ ✓

NEVER think that God's delays are God's denials. True prayer always receives what it asks, or something better.—Tyron Edwards.

Phone MIssion 3614

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Between 25th and 26th

Mrs. Geo. Suhr, Pres.

Robt. Scharetg, Mgr.

Washington and Mason

By ROBERT LINEHAN and NICK OBRITSCH



It looks like June has sneaked up on us, and now that it is here we all realize summer is just around the corner. None of the boys can boast of taking unto themselves a June bride, as the ones who practically have the noose around their necks are stalling off till later in the season. So—on with the show.



Blessed Events

Gripman L. E. Walker comes up first on the list as "Daddy". As his home was brightened up by the arrival of a seven and a half-pound baby girl. Mother and daughter are doing fine and Walker himself — well, you can imagine how he feels.

Conductor Ben Zelles who has been keeping a watchful eye on the stork hovering over his house sighed with relief when it finally landed May 26, leaving a bundle of joy in the form of a seven and a half pound baby girl. Mother and daughter are doing fine and Ben is all smiles, first because it is a girl and second she was born the day before the big bridge opening. Smile on, Ben, smile on.

Our night starter Gus (Shorty) Fadis is the envy of all the boys, for whenever a new fangled article comes out Gus is one of the first to get one. If it isn't a big cigar about a foot long why it's a pocket watch the size of an alarm clock, now it's something else but we had better let Gus show it to you as he will get a big kick out of showing and telling you all about it. Ask him next time you see him.

Conductor Les (Keed) Valva and Gripman Ray Silva and Mrs. Silva journeyed up to China Camp one fine day to try their luck at fishing, and Lo and Behold! they really caught some. Mrs. Silva had the supreme and enjoyable pleasure of landing a

14-pound bass and was she thrilled. Les copped the record with a 16-pounder and Ray was low score man with a 12-pounder. All in all they had a swell day and plenty to show for it, these fishermen three.

Cable Machinery Department donates a Short Short Story, entitled

"Gasoline and Alcohol"

Drunk staggers up to window sill of Cable Department and sits down. Takes bottle of whiskey from hip pocket and takes a drink. Two men inside cable house notice him, put heads together and start whispering. Drunk again reaches for bottle and takes another good drink. In returning bottle to pocket accidentally knocks cork off and also leaves bottle exposed in plain sight from pocket uncorked. Two men reach decision, one of them picks up a squirt can filled with gasoline, slips up behind drunk and shoots three good shots of gas into bottle then joins other man to watch the fun. In a few seconds drunk again reaches for bottle and downs another drink. He jumps up gasping and spluttering, drops bottle and dashes wildly down Washington Street. Two men in cable department calmly return to work.

The End

Conductor Johnny Herlihy has everyone trying to figure out who Sally is. Johnny won't talk and so the boys are still wondering. Give us the low down, Johnny, who is Sally?

Boost and the world boosts with you,
 Knock and you're on the shelf.
 For the world gets sick of the one
 who will kick,
 And wishes he'd kick himself.
 Boost and the world boosts with you,
 Boost when it starts to rain.
 If you happen to fall, don't lie there
 and bawl
 But get up and boost again.

Who is the conductor whose intended wife is up to the Russian River. Sat down and wrote her a nice letter, addressed the envelope, put a stamp on it and mailed it. Then finds he did not put the letter in the envelope. Gosh, it sure is funny what love will make a fellow do. Page Gabriel.

At this time we wish to welcome two new recruits to the ranks of Washington and Mason, A. Walls and D. H. Scott, both of whom are conductors. Will try to get all the low down on these boys in our next issue, and hope they like their new job and will be with us a long time. Good luck fellows.

Gripman Sam Guardino has returned from his vacation full of pep and rarin' to go. He visited many places of interest up north including Seattle, Portland and Vancouver. Covering many miles in his machine and enjoying many changes of scenery. Sam said he had a swell time and wished he could have stayed

longer. Maybe you can do better next year, Sam.

It is easier to do a thing right than to explain why you did it wrong.

Conductor Frank (Mary) Mirabella, who claims to be a first class fisherman, doesn't seem to be living up to his claim, as word has been going around the only thing he has landed so far was a large mud shark.

"Not so good, Frank. What's the matter?"

Conductor Bert Brodose, better known to the boys as, "The Clark Gable of the Cables," is soon according to reports ready to take another leap into matrimony. If this is true Bert will have to give up the above title to someone else and start singing, "I'm headin' for the last round-up."

Time marches on, and so until next month and more news we will say Adios.

CONDUCTORS

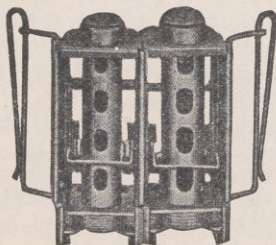
Inquiring passengers will appreciate the courtesy if you direct them to

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Corner of
 Sutter & Kearny Streets

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 Mfd. by Johnson Fare Box Company, Dom. Politeo, Agent.

Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON



San Francisco was rather busy during the last week of May, holding a Fiesta and opening the Golden Gate Bridge. The celebration has been quite a success and all of the out-of-towners who came here to help us celebrate were certainly glad they made the trip. Just a short time ago these two bridges of ours were just a vision, now they are a reality, and we can get into our machine and in just a few minutes be on the other side of the Bay. Again San Francisco has shown the world she knows how, and we are certainly proud of our two bridges—the Golden Gate and the San Francisco-Oakland.

On the last day of May Mr. Francis, Superintendent of the Geneva Avenue Transportation Department said good-bye to all of us and is now rusticated somewhere in the country, and we hope that before long he will have recovered his health. We here in the office will miss him, for he never passed our window without giving us the high sign.

Mr. Kelly, of our machine shop, is at present confined at the St. Francis Hospital, and it is our sincere hope that it will not be long before he will be back to work. Visitors are always welcome when you are sick, so don't forget him.

Mr. O'Toole is again in the hospital, and I know would also like to have some visitors. Here's hoping he will be out again before long.

One June 15, 1887, a young boy, William J. Hickey, applied for a position with the Market Street Rail-

way Co., and Superintendent Barron, who had charge of the several barns, hired him, and on that date Hickey became an employee of this company. In those days our transportation was mostly cable cars, with some horse cars and I believe one or maybe two steam trains, therefore the painters (which numbered four and an apprentice) were never long at one barn. Mr. Hickey's headquarters were at the 28th Street Car House, and he tells me they had a horse to pull the cars around the Car House, also when lunch time came he ate his lunch in the balloon car.

Other barns that Mr. Hickey reminisced about were the Turk and Webster barn, where the bob tail cars were kept, also Fourth and Louisa, where horse cars were stationed, and the last man to leave had to pull up the stairs. He was working at the Park and Ocean Railroad when burglars attempted to rob the Haight Street Car House, and three dogs that were protecting the place were poisoned. This happened forty-six years ago, and at the present there is a headstone for the dogs at the Haight Street barn, donated by the employees. The Third Street Car House, in those days, was known as the Bay View Barn, the cars terminating at the barn and to go further on you had to cross a wooden toll bridge.

When the Company bought the San Mateo and Guerrero lines, Mr. Hickey was transferred to the Geneva Avenue Car Barn, and after the fire and earthquake in 1906, the present paint shop was built and all painters were stationed there.

On November 1, 1910, Mr. Hickey was appointed assistant foreman of the paint shop, and on August 1, 1934, he was made foreman, replacing Mr. Madden, who had been pensioned on account of illness.

To work for one concern for fifty years is something to talk about and a record for any man to be justly proud of. We all know the company appreciates Mr. Hickey's long service, and on June 15th it will be a pleasure to shake him by the hand and congratulate him. Those, like myself, who have known and worked with Mr. Hickey for a number of years, can rightly say it has been a pleasure to call him a pal and fellow worker, and our sincere wish is that he will spend many more happy days with us.

J. FINN, President R. B. FINN, Secretary

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A WISE man will desire no more than he may get justly, use soberly, distribute cheerfully, and leave contentedly.—Burton.

What is Traffic Control?

A noted traffic authority recently discussed the traffic accident problem in terms of three types of safety. The first is personal safety, the necessity for protecting the limbs and lives of us all.

The second is moral safety, the necessity for building an appreciation of the values of proper regulation. Motor vehicle traffic inevitably involves the law and law observance.

Disregard for the laws of the road, even the minor ones, breeds contempt and disregard for more serious rules of society, especially among the young, for in the early stages disrespect for law masquerades as adventure.

The third is the need for protecting the economic benefits which accrue from the widespread use of the automobile. Traffic accidents not only cost millions of dollars directly through lost earning power, lost time, hospital expenses and repair bills—they also push down property and rental values, slow up business turnover, reduce the value of investment portfolios, large and small.

Our understanding of the traffic problem might be better served if in thinking about it we substituted for the relatively narrow term "traffic safety" the more accurate term "traffic control." Traffic control means the application of certain logical principles to motor vehicular movement which will at once ease congestion and reduce hazard.

An important step in the direction of effective traffic control is the publication of the handbook, "Creating Safer Communities." Published by state motor vehicle and safety authorities in 24 states in cooperation with the National Bureau of Casualty and Surety Underwriters, the handbook tells how to set up a community traffic safety organization and presents a series of procedures for reducing accidents by removing their causes. It describes how essential accident information is secured. It gives instructions for developing enforcement, engineering and educational programs in line with advanced, tested methods of making traffic safer and less congested.

In just this kind of coordinated community approach to traffic problems can we hope to achieve mastery of a grave menace to the nation's personal, moral and financial safety.

Geneva Eight Wheel Gossip

By W. WEILAND

With this issue, we regret to announce that our former Superintendent, Mr. A. E. Francis, has resigned, after many years of faithful service, due to sickness.

Geneva Division has been consolidated with 28th Street and Superintendent R. S. Cleaveland is now in charge of both divisions. We all wish him the best of luck in his new undertaking.

We will all cooperate 100 per cent with our new Superintendent, Mr. Cleaveland, and show him that we are with him, one and all.

Eddie Oakes is happy since he has hit the extra board again. He claims he likes a different run every day.

We notice that "Tiny" Kehoe's waistline has gone down quite a bit lately; reason is that he has taken to playing tennis.

Wanted: Someone with good financial backing to go into the greyhound breeding business. See Conductor Malerbi.

We have seen Joe Latrouel busy visiting baby clothing stores lately, what's the secret, Joe?

Joe Conte has at last given in to the gold standard and all you fellows should ask Joe to yawn for you so that you can see the shiny yellow tusk he has.

Motorman Kenner with all his seniority is again complaining because he can't have a day run for a hold-down.

A short, short story: Conductor Moser—Operator Moser—Conductor Moser.

Things we never noodle now:

That Inspector Peterson chews hard, sticky peppermint candy.

That Motorman Hagan's red hair is not dyed that color.

That John O'Malley wears a size 32 suit.

That Conductor Newcomb is not saving nickles.

That Motorman McLeod is just crazy about the Guerrero Street line.

That "Slim" Bloomfield has been on a reducing diet for years.

That W. Hayes once wrote a book entitled, "How to be Happy Tho Married."

That Sam Wade can really smile.

That M. Menendez once was a chili picker.

That Dispatcher Al Schirmer says "erl" instead of "oil".

And that Bernstein is not happy unless he can sell us suckers something.

We all admit that C. Spillane looks quite natty and very manly on the back platform of a trolley car.

We regret to announce that Motorman Cheatham's son will not be president of the United States as predicted. Poppa Cheatham says he is going to be a Sunday school teacher instead.

Employees whose watches do not keep accurate time should have Preston regulate them.

He will be at the car house every two weeks or you can call at his store, room 210, Phelan Building.

Preston is the official watch inspector for the Southern Pacific, Western Pacific and Northwestern Pacific Railroads.—Adv.

Colonel Henry Marison Byllesby

Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER
H. PFEIFFER

SR. VICE COMMANDER
E. H. JEWELL

JR. VICE COMMANDER
T. E. WILLIAMS

QUARTERMASTER
H. E. COOLEY

ADJUTANT
G. MELIKEAN

CHAPLAIN
G. I. MATTSO



JUDGE ADVOCATE
E. L. MCCONNAHA

OFFICER OF THE DAY
R. L. EMERSON

SURGEON
S. SEIGEL

TRUSTEES

R. A. LION

M. R. ALLEN

T. G. TYERS

G. T. TYERS, *Correspondent*

All the way from our National Commander-in-Chief, Comrade Bernard W. Kearney, to our Post Commander, Comrade Henry Pfeiffer, to you, comes the call for more recruits. Our Post Commander, Comrade Pfeiffer, urges you to answer this National request, by bringing in a New Member or helping one who has dropped out to be reinstated. Our numbers in each Post must be increased to enable us to carry out a new benefit for those who saw service with us. With this appeal for new post members, we must not overlook the fact that it also means new members for the Auxiliary. "Never overlook our Auxiliary," says National Commander Kearney, "as it is the backbone of our Hospital Service."

With that thought in mind I shall try to list a number of reasons why a new member should join our organization. The very first reason is that we need this new member to help us accomplish our most cherished ambition; namely, help those that cannot help themselves. During the number of short years that this organization has been in existence we have not cared for our needy in the manner we should have; had we the full number of men who were overseas, as members of our organization. The only way we can come anyways near that number is for each of us to go out and do our very best to make our Post 100 per cent.

At present we have about one-half of our available membership enrolled in various posts, but the rest of these available members do not understand the tremendous handicap they place on the available benefits that we are entitled to receive, but cannot get, as our enrollment does not warrant any more attention from the very busy Congressmen. To enlist the aid of those that can help us obtain the necessary benefits we must urge a little harder, and talk a little longer, along different lines than we have in the past.

So the time has come when we no longer say you need us, but, we now say, we need you to help us, if the majority of us are going to be able to help the forgotten man. The man who lies day after day in some government hospital, the woman who has herself and children to support, because daddy took sick this late day after the war. Again we have comrades in our ranks who have seen service on Foreign Soil, not so many years ago, who have married and now have children around the ages of four, five or six years of age. These women may be faced with a sudden emergency case and need help. It is for this reason that we have built the National Home at Eaton

Rapids, Michigan. To care for the widow and her children. For this reason I again ask you. Come, we need your help, your name and your friends at election time will help us to solve at least some of our more pressing problems.

Our Post Commander's Column

Comrades:

In the past six weeks the various Posts of the V. F. W. of San Francisco and the East Bay cities had the pleasure of having with us the Commander-in-Chief, Comrade Bernard W. Kearney; Senior Vice Commander-in-Chief, Comrade S. P. Squires, and our National Auxiliary President, Sister Gladys Mooney. A very large attendance heard them talk on the program of V. F. W. National Activities. Every Post with its Post Colors in this district was present as well as many Posts from other Districts, from the north and south of California. Comrades that missed these addresses surely missed some interesting information about the good our organization has accomplished for the Veteran.

On the evening of May 14, 1937, our Sons of Veterans, sponsored by the San Francisco County Council, were presented their Colors by Pup Tent No. 8 of the Cooties. The presentation was made by Supreme Chief of Staff, L. R. Preston. A very large number of boys were present and many Comrades of various Posts. The Sons feel very proud to have their own Colors and now that they have caps they will be able to make a wonderful showing in parades and other veteran functions. The money taken in on their dances will go towards the making of a drill team and their uniforms.

I made a visit to the Fidelity-Sterling Post No. 97 on Tuesday, May 18th, and saw their Memorial Service. It was very impressive, the team is to be congratulated on their work. Comrade Himes also attended this ceremony.

Received a hearty welcome to Sperry Maritime Post No. 3570. Must state that this Post is going along in fine shape, they are increasing their membership and several recruits received their degree work which was put on by the White Squadron Post No. 90.

At the meeting of the Byllesby Post on May 14, 1937, delegates were elected to the Department Encampment. Comrades Jewell, Melikean, Himes and Siegel were elected delegates; Comrades Larrat, Lyons and Gonzales were elected alternates. I know that our Comrades will have a very pleasant time at the convention and will to the best of their ability vote for the best interest of the V. F. W.

Comrades Melikean, McCannaha and myself boarded the U. S. S. Milwaukee from the San Francisco Yacht Club landing at 10:00 A.M. The ship cruised out to the twelve mile limit and naval ceremonies for our Departed Comrades took place. Our Auxiliary was well represented with Sisters Melikean, J. Himes, Mrs. Himes, and Pfeiffer present. The ceremonies were very impressive, and I wish that every Comrade and Sister of our Post could have been on board to see how the Navy honors their Departed Comrades. We returned to anchorage at 12:30 P.M. The weather was ideal. The crew of the Milwaukee were very courteous and thoughtful, and are to be complimented for their part in making this trip a success.

Yours in Comradeship,

Henry Pfeiffer, Commander.

Report of the Auxiliary of the United Spanish War Veterans' Department Encampment at Eureka, Calif.

Through the cooperation of Delegate, Sister Alice Craig, I was able to obtain a few notes of this encampment for the information of those members of our Post who belong to this organization as well as our own organization.

This encampment drew a total of 600 to Eureka. \$511.50 was gathered for the California Soldiers' Widows' Home at Sawtelle.

Our fun order, "Lizards," had 75 present. We took in four new members. Our Sister Marie Bradley of San Francisco was elected Grand Gila Monster at the Lizards' convention. Those who are eligible to join this fun order should do so.

Drill Team No. 2 under Captain Marie Bradley won first prize. They also won first prize for general appearance and neatness of uniforms.

One of the little sideline diversions was a crab and beer feed for those who like such sidelines. We even had some left over, you should have been there.

San Francisco drew its share of new officers for the coming year. Sister Clara Fowler won the Senior Vice-President's chair of the Department; Sister Lillian Boger won the Department's Historian chair; and Sister Jennie English won the National Convention Delegate chair.

A total of 3,155 visits were made to those who are in hospitals or at home during the past year. This Auxiliary goes after the all lonesome bug and chases away the blues for those in hospitals, other Departments please note. Those who desire to read more of this interesting report from this encampment can do so by contacting this correspondent.

* * *

Comrades and Sisters of this Post were present at the Memorial Services of our Departed Comrades at the Posts and Presidio gatherings where those who were able placed wreaths on the resting place of those who have gone on ahead of us.

We do what we can, but after it is done, it is still very little to those who wish to do more, was a remark made in an address that I once heard, that always comes to mind upon Memorial Day.

* * *

Taxes or a New Suit, Which?

"The best way to help labor and agriculture and all other classes of the population now is to reduce the absorption of purchasing power by taxes," says the Syracuse, New York, Post-Standard. "They have been entirely too heavy to continue as a normal thing. The goal now should be an increase in national income without an increase in total levies, so that the percentage of the income taken by taxes becomes smaller steadily."

The dollars that go to the public treasuries cannot be spent for food and clothing, automobiles and entertainment. They are removed from productive channels where they would create employment, stimulate trade and create new wealth and opportunity.

As a result, a substantial reduction in the burden of taxation could not help but be reflected in better times—in a quickened recovery movement. More money would be spent for all the things that we need and desire, from shoes to homes. Old industries would expand their plants and increase their working forces. New industries would be established.

Elsewhere in its editorial, the Post-Standard says that "analysis of the Congress shows that it will be a spending Congress. The people of the country will have to show a determined opposition to extravagance if a program of needed economy is to be carried out."

The issue is directly up to the people. Give politics a free hand, and we will have more bureaucracy and more waste—at the expense of employment, investment and pocket money. Make the collective desire for economy felt—and we will have tax reduction.

General Office Doings

By MRS. RUBY McTIGUE

POLK GULCH



For weeks, prior to the Golden Gate Bridge Opening, a local spot known as Polk Street district, took on the appearance of the old frontier days. The stores of the Butchers, the Bakers, and the Candlestick Makers, took on false fronts for the occasion, and employees all up and down Polk Street began to wear sombreros, gaily colored kerchiefs, chaps, spurs, and the place began to be known by the highly flavored or rustic name of Polk Gulch.

During the week of the Fiesta program, Polk Gulch attracted some thousands of citizens from other districts and towns, who came to look on, be amused, and to add to the general spirit of merriment. Costumes of the frontier days were worn by almost everyone, cowboys and girls, Indians and their squaws, horse thieves, city slickers, and gamblers, and a few Hallowe'en costumes were seen with painted or paper mustaches adorning the very young cowboys' faces.

Shotgun weddings, interspersed with periodic bank robberies by bandits, who were duly captured, added excitement, and signs in the store windows reading "Iggs, 28 sense a duz" and "Milk, by the pail, while you wait, sold hear," amused the on-lookers, who lined the sidewalks and overflowed the automobile roadways and street car tracks. Polk Gulch truly went to town with its corrals of sheep, horses hitched to lamp-posts, herds of goats and other ill-smelling but natural scenes. Sheriffs, tin horn gamblers, dude ranchers, and regular citizens all mixed in together to show the true spirit of the Fiesta.

During the height of the merriment, the No. 19 street car poked its white face slowly through the crowds and tried to keep its regular headways. True, the operators on that line are to be greatly admired for their circumspect behavior at all times and, especially, when the

crowd became so rowdy as to attempt to tip over the street car. On this occasion they succeeded in tipping over a police car, which landed a few of the more hilarious and over-boisterous celebrants in the well-known "jug."

"Partner" John Larson, in his ten gallon sombrero, stalked his weary way up and down Polk Gulch, kept an eye peeled on his watch, as well as many other things, and did a purty swell job of it, since nary a complaint of service or accident was heard of during this entire period.

Our derbies are off to you, Mr. Larson, and your fine crew of men.

✓ ✓ ✓

Mr. J. P. Jones, Division Superintendent of the Fillmore Division, as well as his Inspectors and Operators, were certainly kept pretty busy for several days there, during the opening of the Golden Gate Bridge.

The Fillmore cars and the Fillmore Hill dinkeys were loaded to capacity. Mr. Jones and his men, also, are to be congratulated for their part in handling the huge crowds desirous of boarding the car and there is room for little doubt that they were all very weary at the end of those very trying days.

Most remarkable, also, is the fact that no complaints were received on this line either, which shows that there must have been every cooperation between the Superintendent and his men, a fine record to be sure.

ECHOES OF THE FIESTA

We finally figured out Charlie Lundquist's Fiesta costume thusly: He was a miner, a gay 49'er with touches of Spanish shown in his red sash, toreador hat and scarf. Very becoming to our Swedish friend were the Spanish touches indeed.

Andy Parin stole some of Charlie's thunder by appearing in the guise of a cowboy, while on duty, wearing a genuine paste-board Stetson, clanking spurs, and cap-pistols. He almost looked vicious then, but how tame he looks now in khaki.

Keystone's Water Delivery Man, Al Fadiff, swept us off our feet with his Mexican sombrero, bright yellow kerchief, plaid shirt, troubadour trousers, etc. We were completely overcome for a while after viewing his gaily colored raiment.

John Larson, armed to the teeth with pop-guns on both hips, presented a dreadful handicap to the bandits down in his old hang-out, Polk Gulch. Along with his ten gallon hat, high heeled boots, he was right at home with the rest of the cowpunchers and sheep herders.

A'strolling down in the same neighborhood, Earle Swenson was seen, dressed as a dude of the 49's, in swallow tail dress coat, checked slacks, home-made spats of white, completely topped off with a sly-looking mustache, hanging listlessly from his upper lip.

Helen Tuttle, of the Lost and Found Department, came to work during this exciting week, gaily attired in a dark blue dress, long tasseled red sash, colorful handkerchief at the neck, a toreador hat a-top all this finery.

Quite a few of the employees rose early from their warm beds on the

morning of May 27th and paid out their good nickels to join in the Bunion Derby, gallivanting across the Golden Gate Bridge for the first time.

Among them were Vera Senn, George and Edna Mesher, Charles Bashford, Fred G. Will, Earl G. Ryan, and family, and later in the day, George Engels.

Aftermath

Fever blisters, swollen lips, red schnozzles, corns, aching muscles, bunions, worn out slippers, sunburned faces, etc.

Moral: Never again, until next time.

Not Quite Clear To Us Either

Voice in hall, near Claims Department: "Mr. Palmer, I've got Mrs. Palmer on the line."

Silence.

Same voice: What? Hold her?? Hold her on the line?? Or hold the line???

Thursday, June 3rd. Elsie Hurson, one of the telephone operators, flew to Los Angeles on the first lap of her vacation, the occasion being her first stay away from home, considerably excited the young lady. It is hoped that the entire trip gives her great pleasure.

We were very interested in learning that Mrs. William Thomas, sister of Ruth Henderson, of the Auditing Department, became the mother of a six pound baby boy on Thursday, May 6th. It's Auntie Ruth now.

Maud Driscoll, Chief Telephone Attendant, was greeted with "Happy Birthday To You" one day last month, and was most surprised and happy to be remembered.

Maud, by the way, is celebrating her anniversary of 23 years of service, having been employed by the company since June 15th, 1914. Congratulations.

Earl Swenson's mother was the lucky person to win the \$10.00 drawing account, given for the benefit of the General Office baseball team on May 15th.

Who was it that anonymously sent Herman Warnke that cartoon of the fathers marching around the room at the maternity hospital, wearing out the carpet, the nurses remarking that it would last only a few more babies.

Honest, Herm, we know nothing.

What was Mr. Legare thinking about the other day? Reports are that he was standing waiting for the elevator on the seventh floor. Two elevators came up, offered to let him board to go "down," but he still wanted to go "up."

While skating, our favorite and current mailman, Pat Jensen, fell down and chipped an elbow, which seriously handicaps him in delivering the mail sacks. However Elroy (Good Deed a Day) Burns came to the rescue and generously assists him.

Pat's great sorrow is that his shaves are not quite as good since he has had to take them left-handed.

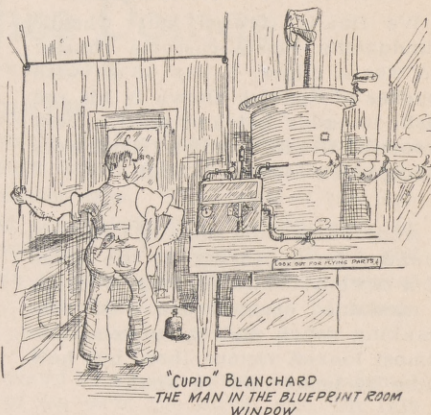
Helen Doble left the 23rd of May to attend the Parent Teachers' Association Convention which convened at Pasadena for several days.

Harry Mentz, off to Black Point for a week's vacation to fish for bass, the 6th of June. Best of luck, Harry.

This month finds Mile's violet orb completely healed and its natural hue resumed, but the memory lingers on.

In the very best of taste is the bright blue figured black dress of Helen Rushing on these warm days. Helen always manages to be one step ahead of fashion and looks it.

MANN(ING) AT WORK



Vera Senn is back from a glorious trip to the Grand Canyon in Arizona, returning with a golden tan and bronzed complexion.

The "Flying" Senns experienced no motor trouble during the entire trip and enjoyed the scenery immensely.

The smiling face of the fair-haired daughter of L. V. Newton peeps over her father's shoulder at visitors in the Vice-President's Office.

The young lady is attending the University of California at Berkeley, we understand.

San Leandro still holds great attraction for Mary Towne. She tells us they are raising cats over on her ranch home now, or is it kittens, having had a great time with them during her two weeks vacation.

Does anyone want a grey kitty?

A broad welcome to two new faces in the Auditing Department, Mrs. Betty Johnson and Leroy Peterson. Better late than never.

The General Office is in receipt of a card expressing the thanks of J. J. Casey and his daughter Lilymae for the many kindnesses of the employees of the Company during the illness and death of his sister, Miss Erin Casey, former clerk of the Auditing Department.

Business is Business

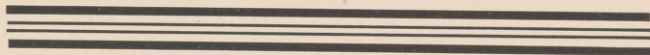


Business is business, but men are men,
Working, loving and dreaming,
Toiling with hammer, brush, or pen,
Roistering, planning, scheming.

Business is business, but he's a fool
Whose business has grown to smother
His faith in men and the Golden Rule,
His love for friends and brother.

Business is business, but life is life,
So we're all in the game to win it.
Let's rest sometimes from the heat and strife
And try to be friends for a minute.

Let's seek to be comrades now and then
And slip from our golden tether.
Business is business, but men are men,
And we're all good friends together.



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Sundays and Holidays
at the Zoo
with the Kiddies

Cars 12 or 17 Direct